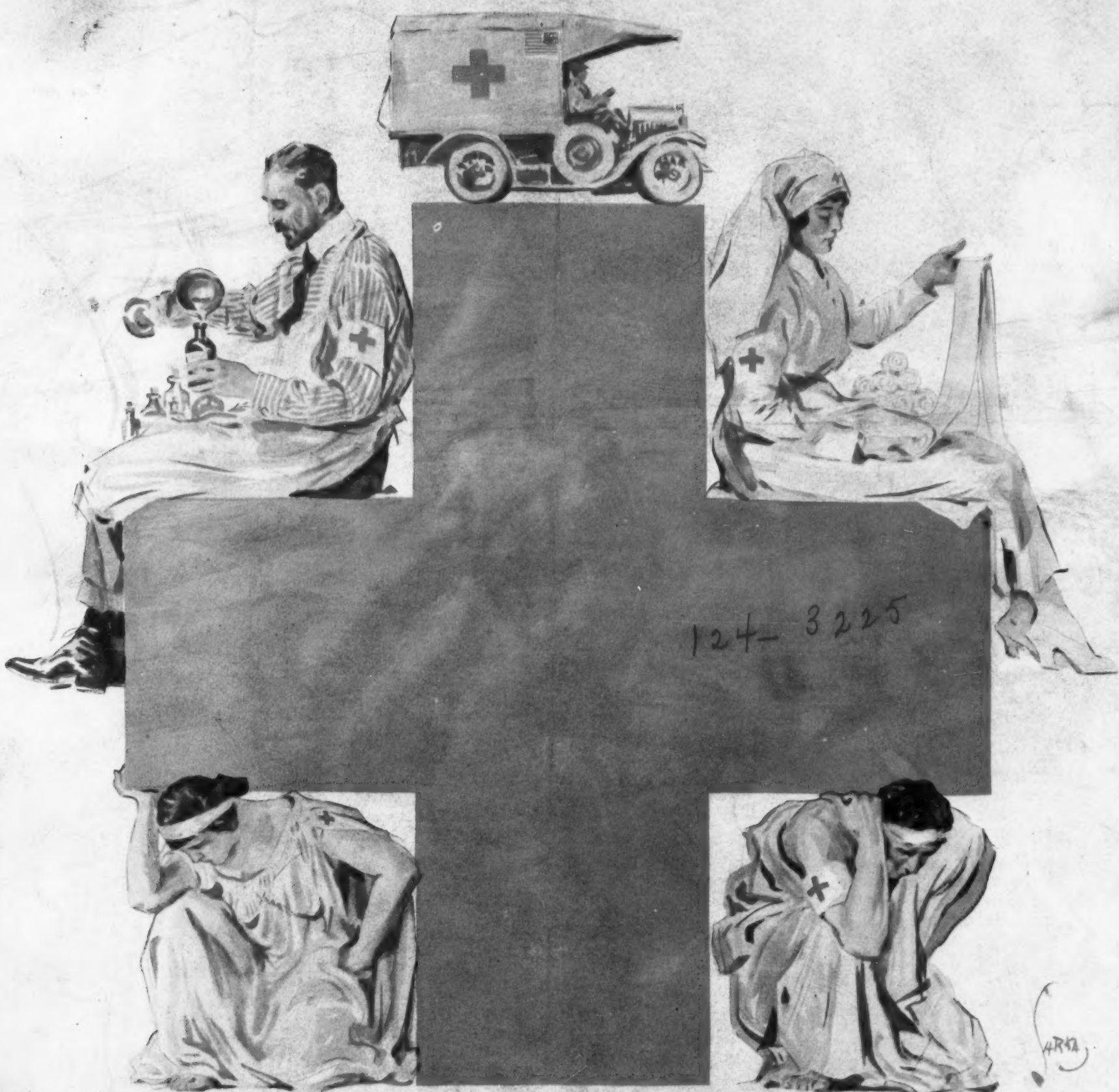
Rochester Public Library.

JUNE 28th 1917

Price 10 Cents
In Canada, 15 Cents

Leslie's

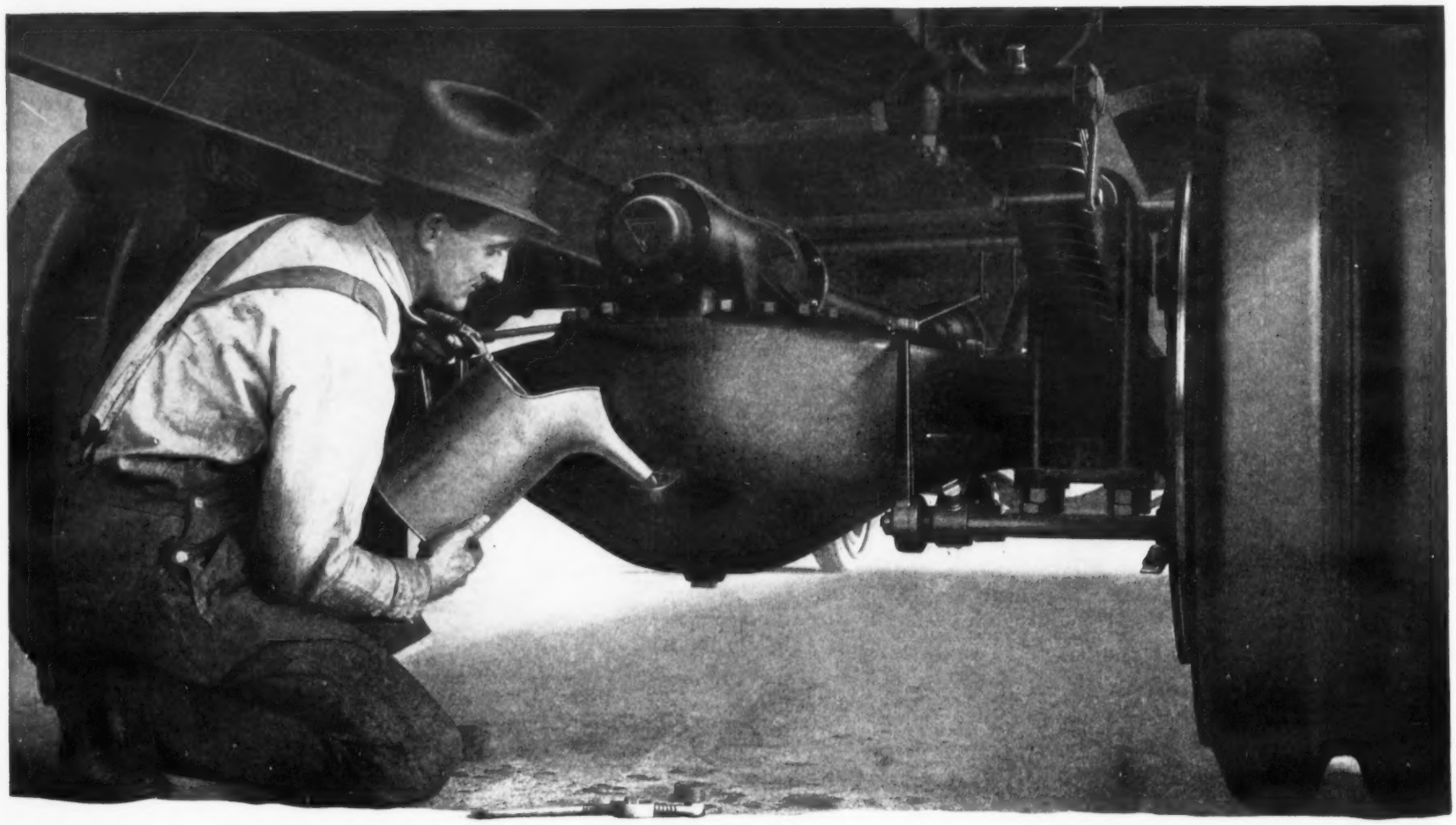
Illustrated Weekly Newspaper



HUMANITY PHILANTHROPY

Copyright, 1917, by Leslie's

THE AMERICAN RED CROSS



All He Needs to Do

Just pour in oil—that's all your driver needs to do to lubricate a Timken-Detroit Worm Drive Axle.

He fills the housing to the level of the oil vent—replaces the cap—the job is done.

The lower half of the worm wheel turning constantly in a bath of oil carries the lubricant *to every moving part.* Even the bearings which support the worm and worm wheel set up a pumping action that accelerates the circulation of the oil.

But simplicity of lubrication is only one of the advantages of Timken-Detroit Worm Drive Axles. Consider the small number of working parts—their method of installation in an *oil-tight, dust and dirt-proof housing* — the freedom of all working parts from vibration and driving stresses, and last but not least, the accessibility of every part should an accident make replacement necessary.

These are the things that brought worm drive into leadership as the simplest and best method of power transmission in use today under commercial cars.

Recently a prominent truck builder checked up the service records of 32 of his trucks equipped with worm drive. The owners reported that these trucks had run 1,179,620 miles, an average of 36,863 per truck. The greatest distance mentioned was 79,500 miles, the least was 14,000.

And not one had had any trouble with the worm drive or required any attention except occasional lubrication.

Go over a list of the big successful truck manufacturers with an established output. *Sixty-seven of these makers build worm drive trucks exclusively and 43 of that 67 use Timken-Detroit Worm Drive Axles.*

The total number of trucks having Timken-Detroit Worm Drive Axles now number into the tens of thousands, *yet not one has ever worn out a Timken Worm and Worm Gear.*

Authentic mileage records ranging from 75,000 to 150,000 miles with the original Timken Worm Gearing still giving perfect service without repair or replacement is a record we believe no other form of power transmission has ever approached.

THE TIMKEN-DETROIT AXLE COMPANY
Detroit, Mich.

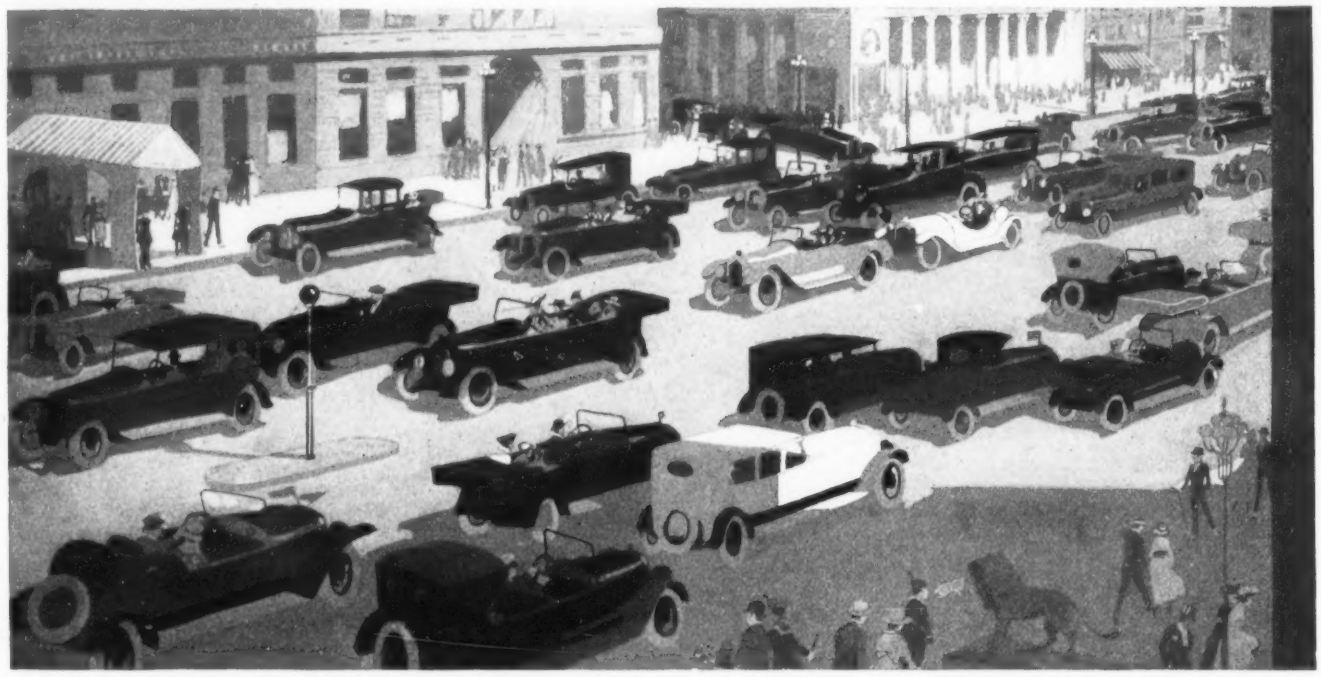
TIMKEN-DETROIT AXLES

ONE FLAG ABOVE OLD GLORY

THE ONE FLAG THAT FLIES ABOVE THE STARS AND STRIPES—THE CHURCH PENNANT

SHERIDAN

Every battleship carries flags of all nations, signal flags and pennants of officials, making a total up in three figures. Of all these but one is permitted to fly above the United States flag. That one is the white pennant with the blue cross raised above the Stars and Stripes during religious services on board ship. Each Sunday morning, when conditions permit, the church flag flies at the stern for an hour. Attendance at service is not compulsory but activities on board are limited during this hour to necessary duties. This photograph was taken on the battleship *Oklahoma*. The legal number of Navy chaplains is one to every 1,250 enlisted men in the Navy and Marine Corps. Chaplains have the rank of lieutenant, commander, or captain.



A Battery and a Service for Every Car

Prest-O-Lite is the universal battery, designed and built to give greater vitality, endurance and durability to every electric system. Back of it is a great, country-wide, Prest-O-Lite System of Service waiting to furnish courteous, intelligent attention to every car owner.

Prest-O-Lite Batteries are used as standard equipment by leading manufacturers on hundreds of thousands of cars. And wherever you find a car with a Prest-O-Lite Battery you'll find an electric system with greater reserve power and capacity—quicker, surer starts—more real battery value.

Tour where you please, from coast to coast—you will find Prest-O-Lite Direct Factory Branches backed up by Prest-O-Lite Battery Service Stations, carrying stocks of new batteries and battery parts—ready to serve you.

No matter what battery you use, Prest-O-Lite Service—including expert inspection, tests, repairs and recharging—is always ready to give cheerful, painstaking care to your battery requirements.

DIRECT FACTORY BRANCHES

Atlanta	Des Moines	Montreal
Baltimore	Detroit	New York
Boston	Indianapolis	Omaha
Buffalo	Jacksonville	Philadelphia
Chicago	Kansas City	Pittsburgh
Cincinnati	Los Angeles	San Francisco
Cleveland	Memphis	Seattle
Dallas	Merritton	Syracuse
Davenport	Milwaukee	St. Louis
Denver	Minneapolis	St. Paul
San Antonio	Winnipeg	

—and more than 600 specially appointed Prest-O-Lite Battery Service Stations in all parts of the country.

The Prest-O-Lite Co., Inc.
U. S. Main Office & Factory, Indianapolis, Ind
Canadian General Office & Factory Toronto, Ont.

Prest-O-Lite STORAGE BATTERY

Not only a better battery but backed by Prest-O-Lite Service

LESLIE'S

ILLUSTRATED WEEKLY NEWSPAPER

The Oldest Illustrated Weekly Newspaper in the United States
Established December 15, 1855

EDITED BY JOHN A. SLEICHER
"Stand by the Flag; In God we trust"

CXXIV THURSDAY, JUNE 28, 1917 NO. 3225

ON EVERY BATTLEFIELD

BY HENRY P. DAVISON

IF the American people so desire, we can make our Red Cross felt on every battle-front. One of our first aims must be to hearten our allies. I believe that in most of the countries at war with Germany the people are tired, simply worn out by their terrific endurance. One of our biggest tasks must be to spread sympathy and encouragement among these weary peoples; to make them see and feel that the United States of America appreciates what they have done, has their present comfort and their future upbuilding closely at heart and is willing and eager to take a large share of their burdens upon her own broad shoulders. We must go over to our friends and "buck them up" as our English allies would say; give them good cheer and sympathy as well as medicines and nurses and doctors and money and bread and meat. We must prepare at once to play a tremendous psychological part. We must give the great shove forward that the situation calls for.

NOW FOR THE RED CROSS

THE Liberty Loan has been over-subscribed. Everybody did his bit, and $2,000,000,000 was quickly forthcoming. This is the answer to those who distrusted the spirit of American patriotism.

We have raised $2,000,000,000 to carry on the war. The next duty is to raise $100,000,000 to carry on the work for suffering humanity that the Red Cross so effectively is doing.

The Red Cross fund is the corollary of the Liberty Loan. Make it as great a success.

And do it now!

A RED CROSS ON EVERY ONE

THE call of the Red Cross for $100,000,000 is bound to succeed. To the appeal of patriotism it adds that of sympathy for suffering humanity. A big need, a big goal, a big country and big men to engineer the campaign insure success. The country is to be congratulated upon having one of its leading financiers—Henry P. Davison—act as chairman of the Red Cross War Council. American business has produced some of the greatest constructive geniuses in the world, and to these the government is turning, not only in organizing Red Cross work, but also in every department of the grim business of war.

The bulk of the $100,000,000 will come from large contributors, but every man, woman and child will miss a privilege if all do not contribute their bit. Membership in the Red Cross, costing only one dollar a year, should mount into the millions. Mr. Cleveland H. Dodge, chairman of the Finance Committee of the War Council, has promised $1,000,000 on condition that 24 others make an equal contribution. A number of corporations have already declared and others are planning to declare an extra dividend to be called a Red Cross Dividend, with a request that stockholders consent that such dividend be turned over to the Red Cross War Fund. It is estimated that eight leading corporations could, by such a plan, contribute $15,500,000.

The first use of the Fund will be for our own soldiers and sailors at home and abroad. After that we shall help our allies in caring for their sick and wounded. The homeless people of the devastated portions of France, the wandering peoples of Servia, Poland, Lithuania and Western Russia must be succored. Terribly deficient, Russia must be helped by providing ambulances and other relief for her sick and wounded on the extended eastern battle-front.

In the face of the sublimest humanitarian task of all history, $100,000,000 is a minimum sum. Big contributors will do their part. Let the vast multitude of small givers see that they do theirs. A Red Cross button, standing for a contribution, of at least a dollar, should adorn every man, woman and child in the land.

MAKING THE WAR UNPOPULAR

IT must be conceded that in some parts of the country the war is not as popular as it should be. As much as this has been frankly stated on the floor of Congress, in both houses. Unfortunately it has been said by some whose positions on important committees make them largely responsible for public policies. The formulation of war taxes and conscription have not added to the popularity of the war among a certain class of so-called Pacifists and Socialists.

The firmness with which the President has finally taken his stand is doing much to change the situation, but the people of this country have not been aroused to a sense of duty and of the obligation imposed upon them and probably will not be until we are in the midst of the clash of battle and realize the intensity of the suffering and hardship war entails.

Under such conditions the first duty of Congress, in formulating a war revenue bill, is to frame it in such a way as to strengthen and not to weaken the growing spirit of fidelity to our national obligation. The talk about imposing the burden of the war taxes upon the rich, upon the corporations or upon any class is most reprehensible. We agree with the New York *World* in its criticism of Chairman Kitchin of the House Ways and Means Committee when it says: "His remark that the enactment of the Senate bill would 'make this a rich man's war and a poor man's fight' is worse than false. The enemy is eager to believe such sentiments as this, and there are sympathizers with that enemy within our own borders who will not fail to quote these words, no matter what the Senate's final action may be."

As conscription was enforced without class distinctions, so should the burden of supplying war funds be laid with an even hand. Every man should do his part. Every corporation should pay its fair proportion. Everyone in receipt of an income should give, as his circumstances justify. There should be no slackers. The spirit which animated the Ways and Means Committee of the House in drafting the revenue bill was not statesmanlike. The acceptance of that measure by the Senate would have worked irreparable injury. It would have given the Socialists and Pacifists the opportunity they so earnestly sought to stir up the forces that antagonize the policy of the administration. Worse than all, it would have dried up the very sources of taxation upon which the country must depend if the war is prolonged.

The short-sighted policy of those who would tax business to its destruction is inexplicable. It is unpatriotic and destructive. It gives aid and encouragement to the enemy. It is well for the country that the restraining hand of the Senate was put forth at once. The war taxes the Senate proposes to substitute for those of the House are for the most part imposed with just consideration for the maintenance of the prosperity of the country without which our cause is lost.

The Senate is to be congratulated upon its purpose not to make the burden of war taxes so heavy on the present generation that it will be difficult to bear them. Something should be left for coming generations. In this matter as in many others we might well emulate the example of our allies, and especially of Great Britain. A leaf from her experience would be of priceless value. Senator Simmons, the able chairman of the Finance Committee, has the right conception of the situation when he says: "We want to relieve all the strain we can from business during the war, and it seems only fair that part of the financial responsibility be assumed when the war is over and business is again in normal shape."

One of the recognized dangers of the present strained situation is that the war may become unpopular in the face of increasing hardships, the higher prices of living, the greater scarcity of labor and increasing burdens of debt. Under such conditions talk of pressing the burden of taxes upon any class is well-nigh incendiary, if it does not border on treason.

THE PLAIN TRUTH

"IT IS MOST DANGEROUS for half-informed men to interfere with the business of completely informed men," said Senator Reed of Missouri, during the recent debate over the food control bill. The same comment might properly have been made in the House while the proposed zone system of second-class postage was being discussed. It wasn't pleasant to read that during the course of the debate able and well-equipped men in the heat of the discussion said that the newspapers had brought on the war and should be made to suffer accordingly or that while the newspapers opposed the "pork barrel" they were all notorious "grafters." Nor was it pleasant to hear Mr. Cox of Ohio bitterly denouncing publishers of periodicals on the ground that they had interfered with the book business. This is a reflection on the book-makers, or at least on their ability to meet competition. More than one of the Congressmen who attacked the newspapers and periodicals and who favored destructive postal rates on second-class matter acknowledged that he knew little about the facts of the case. It was refreshing to have some who did know, like Mr. Hull, of Iowa, and Mr. Johnson, of Oregon, give figures to show that the publishers were not receiving a subsidy from the Federal Government in the form of a one-cent pound rate on second-class matter. Canada has a rate of half a cent and reports no deficit.

A PUBLIC SERVICE is being rendered by the New York *Mail*, in disclosing how one of the greatest American industries is threatened by an industrial combination, having its inception abroad. The facts it gives in reference to the remarkable development of the Royal Dutch Shell Oil Company will be an eye-opener to those who have failed to realize the tremendous opposition confronting the oil producers and refiners of the United States. The *Mail* gives a list of the foundation companies of the Royal Dutch Shell and follows it with a long list of its subsidiary companies by geographical divisions embracing oil companies widely scattered throughout the world, in the Dutch East Indies, Roumania, Russia, Mexico and the United States. The list also includes sales and transport companies and allied groups of holding companies, and producing and refining concerns. No combination of oil interests ever existed in the United States that compared in size with this. The one purpose behind this tremendous foreign combination or trust is to fight the American Oil industry to the death. No one abroad seems to be afraid of big business. Everybody seems to favor it. We are learning that the gigantic industrial combinations in foreign lands can be fought only on lines of magnitude that assure economy and efficiency. Hence, President Wilson's approval of the Webb Bill, now before Congress to exempt our export trade from the operation of the Sherman anti-trust law. We must get out of the narrowness of the past and give freer opportunity for capital and labor to do their very best. Mr. Edward N. Hurley, former chairman of the Federal Trade Commission, as the result of his experience in official life at Washington, said that what business needed was "constructive statesmanship." He was right and so was Mr. John A. Topping, Chairman of the Republic Iron and Steel Company, in this pertinent remark at a recent banquet of the Steel Institute: "The "President of the United States in his appeal to awaken the "nation to its responsibilities, urged that 'we all speak, act "and serve together' in response to our country's call. This "appeal met a quick response from business, as evidenced "by the mobilization of our financial, industrial, transporta-"tion, telephone and telegraph facilities. The mobilization "of public sentiment by educational processes, however, "takes time, and we should not delay our efforts to 'Wake "up America' to the problems of peace and to emphasize "the necessity for co-operation. As both 'big and little "business' are loyally supporting the Government in times "of war, 'big and little business' should demand loyal sup-"port by the Government in times of peace, for only by co-"operation can we completely co-ordinate our working "forces for the protection and advancement of the Nation "during either war or peace."

A WEEK OF THE WAR

BY HENRY FARRAND GRIFFIN

THE DIPLOMATIC AND POLITICAL SIDE

BROADLY speaking, there are two ways to view the present kaleidoscopic developments of world history—be they military, political, diplomatic or economic. We can look at them as they affect present organization for war, or we can look at them as they affect future organization for peace.

The latter, of course, is the more important aspect. No one but a monster imagines that war is a good in itself. The only possible justification of war is as a bad, but inescapable, means to a good end.

Here in America we are quite naturally more concerned at the present moment with organization for war. Our late entrance and unpreparedness make this inevitable. But in the rapid and energetic development of our military and economic resources for war we ought not to lose sight of the fact that peace is coming some day. And the organization of that peace will have a more important influence on our future history than even our present organization for war.

That is the explanation of the much greater interest in possible peace terms evidenced among all the peoples of the European belligerents. In far greater measure than we, they have perfected their organization for war, and the more they see of the inherent evils of war the more interest they have in the future organization of peace.

NEWS SALIENTS ON THE MAP OF EUROPE
The British were still bearing the brunt of the fighting. The storm centers of political interest were in Greece, Russia and Spain.

WITH these considerations in view we can better grasp the great importance of the announcement of the British and French governments that they are willing to discuss their war aims with the Russian government, and, if necessary, revise their mutual agreements to meet changed conditions.

REVISION OF ALLIED PEACE TERMS

These changed conditions are, of course, the revolution in Russia and the entrance of the United States into the world war.

It is inconceivable that the United States will not be represented in this proposed conference, and the consequences will undoubtedly be of far-reaching importance. Here there will be abundant opportunity for the discussion of definite and specific peace terms, for some statement of which the Russian Radicals have long clamored in vain. They were not satisfied with the eloquent generalities of President Wilson's note to Russia, nor with Mr. Root's reiteration of those generalities in Petrograd.

There were many reasons, of course, why President Wilson could not be more specific in a document destined to be made public, and Mr. Root was under the same handicap in his public utterances. But the fact remains that there is a growing element of intelligent opinion in this country, England and France, as well as in Russia, that believes the time has come, or soon will come, for a more definite and specific statement of the war aims and peace terms of the United States and the Entente Allies.

The criticism that regards this point of view as pro-German is simply not well-informed. The advocates of a definite statement of peace terms argue that an offer of fair and reasonable terms would do more than anything else to strengthen the hands of liberals in all the countries comprising the Teutonic Alliance, and would very much increase the likelihood of a revolutionary movement against the Hohenzollern-Junker domination of Germany and her allies.

There is such a body of liberal opinion in Germany. It may be inarticulate for the most part. But do not forget that Liebknecht is not in prison without reason, that minority Socialists have refused to vote for German war budgets, that Bethmann-Hollweg was long able to fight off the demand for ruthless submarine warfare and that in Austria-Hungary the Mittel-Europa scheme of the Pan-Germans is regarded with scant favor and the people are longing for peace.

The extremists among the Entente Allies who shriek for the annihilation of Germany and the dismemberment of Austria-Hungary are providing some excellent arguments for the Hohenzollerns and enabling them to say to their subject and allied peoples with some show of truth: "You must choose between us and destruction."

THESE are risky days in the king business, and the list of unemployed monarchs is growing. The Allies at last, after long hesitation and delay, have dealt with Constantine of Greece.

RISKY DAYS IN THE KING BUSINESS

Why they forced his abdication just at this time, when they previously let him keep his throne under much greater provocation, is not altogether clear. Perhaps because with our entrance into the war there was no longer any important body of neutral opinion to be considered. Perhaps because the long-continued Allied blockade of Greece had sufficiently starved into submission the supporters of Constantine. Perhaps because the Allies feared that with the harvesting of this year's crops Constantine would be able to hold out indefinitely in spite of the blockade. Whatever the reason, Constantine has gone and must get what comfort he can out of wrathful telegrams from his Hohenzollern brother-in-law which are reported to have expressed indignation at the "infamous outrage" and to have promised that the "mailed fist of Germany" would restore Constantine to his throne.

Not only Constantine but also his heir apparent, Prince George, was ousted from Greece and his second son will reign as King Alexander. The latter was educated in England and can doubtless be counted upon as a friend of the Entente Allies. Whether or not Greece now enters the war, the menace to Sarrail from the rear has been removed by French military occupation of Larissa and other strategic points in northern Greece.

FOR several days recently telegraphic communication with Spain ceased. In view of the recent similar experience with telegraph and cable lines to Russia, and the known existence of grave unrest among Spanish soldiers and workmen, this abrupt shut down on telegraphic service was regarded as ominous.

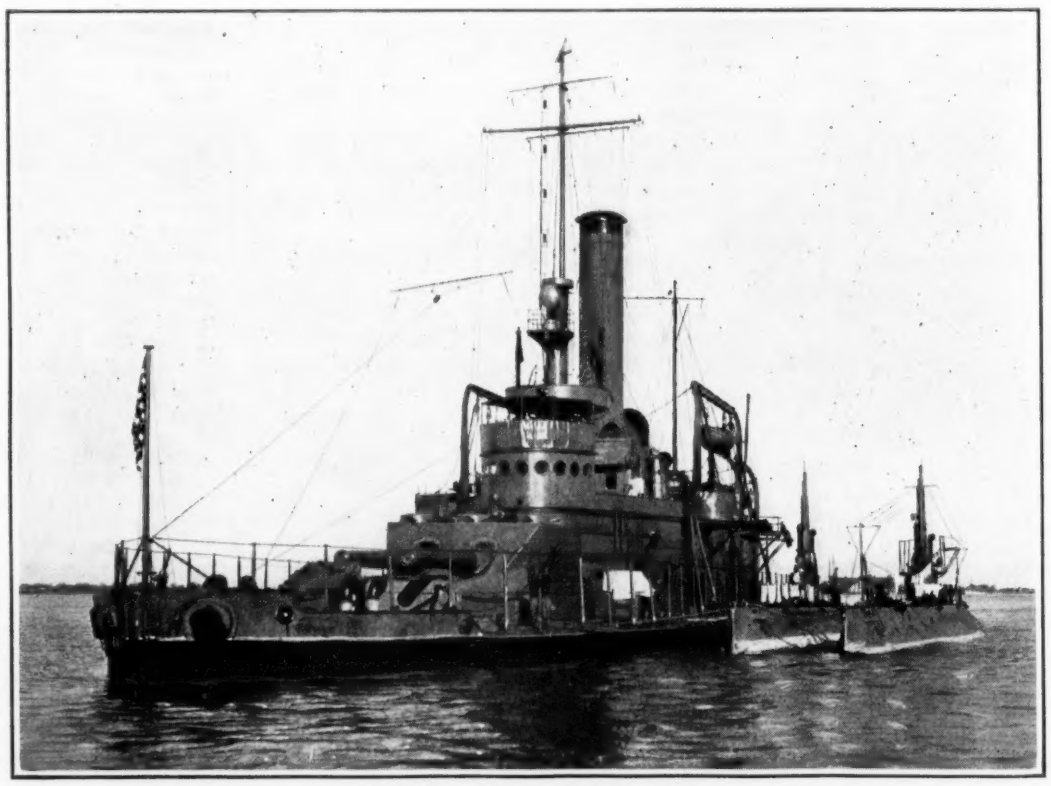
ANOTHER SHAKY THRONE

The economic condition of Spain has long been serious, strikes have been frequent and disorderly, the army mutinous, and Barcelona, as usual, is a hot-bed of agitation and discontent. For many years there has been a revolutionary republican movement in Spain that has cropped out at every opportunity, seeking to restore the short-lived Spanish Republic of 1873.

AS a result of their capture of the heights between Wytschaete and Messines, the British have been able to effect a considerable advance up the valley of the River Lys. A wedge has been driven into the German lines in the general direction of Warneton and Comines and the indications are that the British advance has by no means ceased. The German higher command is evidently considerably worried by these developments in the Ypres

THE IMPORTANT MILITARY DEVELOPMENTS

(Continued on page 826)



MONITORS MAY TURN THE TRICK
Here is the *Tallahassee*, a United States monitor, in company with two submarines. The outcome of the war may rest on a struggle between these types, for naval experts believe the monitor may be developed for a successful attack on the German naval bases and end the submarine menace.

WAR AT THE GOLDEN GATE

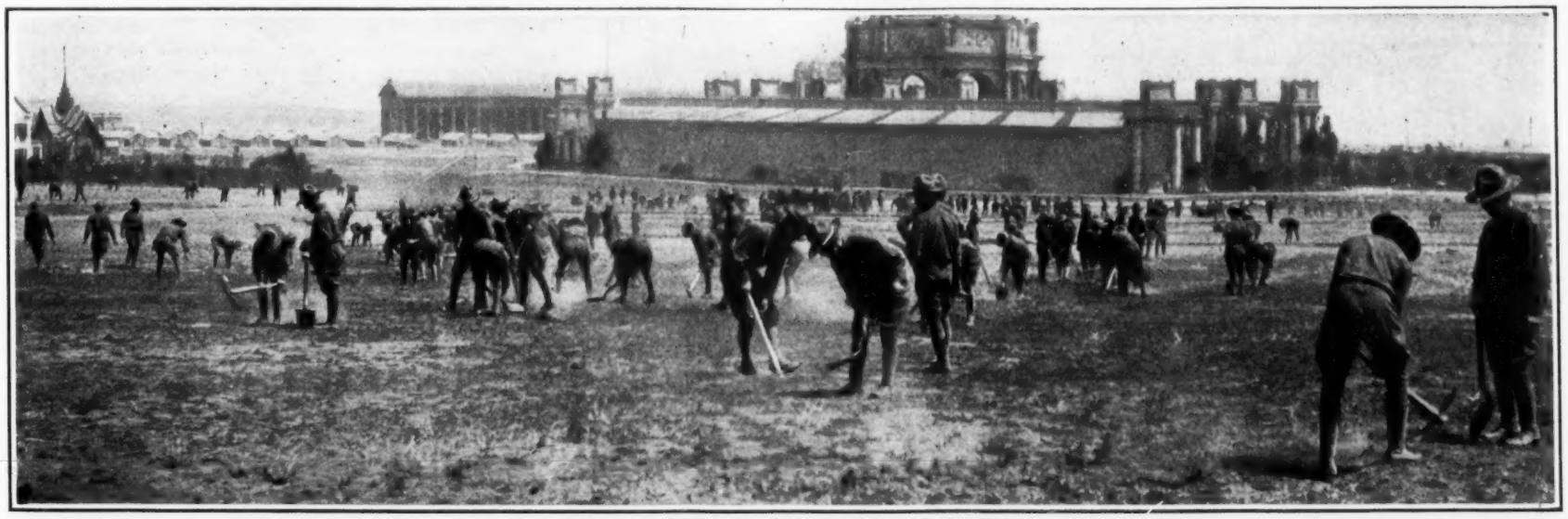
PHOTOGRAPHS BY JAMES H. HARE, STAFF WAR PHOTOGRAPHER FOR LESLIE'S

NEARING HOME AFTER THE HIKE

Here is the column returning home at the end of a long march. After June 16th the 40,000 men in the country's sixteen training camps were no longer classed as "rookies," for they then entered upon specialized work, having completed preliminary training in military fundamentals. In this second phase of training the men took up the work of the particular branch of the service for which they hoped to qualify as officers. Many men, however, were dropped from the camps at this point. The remaining eight weeks of the training is to be specialization.

PASSING THE GOLDEN GATE

What the highest peaks of the Alps are to the Swiss and the wildest crags of the Highlands are to the Scot, the Golden Gate is to the Coast states. Therefore the men in the officers' training camp at the Presidio, San Francisco, learn war in an atmosphere dear to them. Here are the men who hope to represent the Far West in the "first ten thousand" officers of the new army swinging past the Golden Gate on a practice march. These men are drawn from Montana, Idaho, Washington, Oregon, California, Nevada, Utah, Wyoming, Arizona and New Mexico.



CLEARING THE FAIR GROUNDS FOR DRILLING

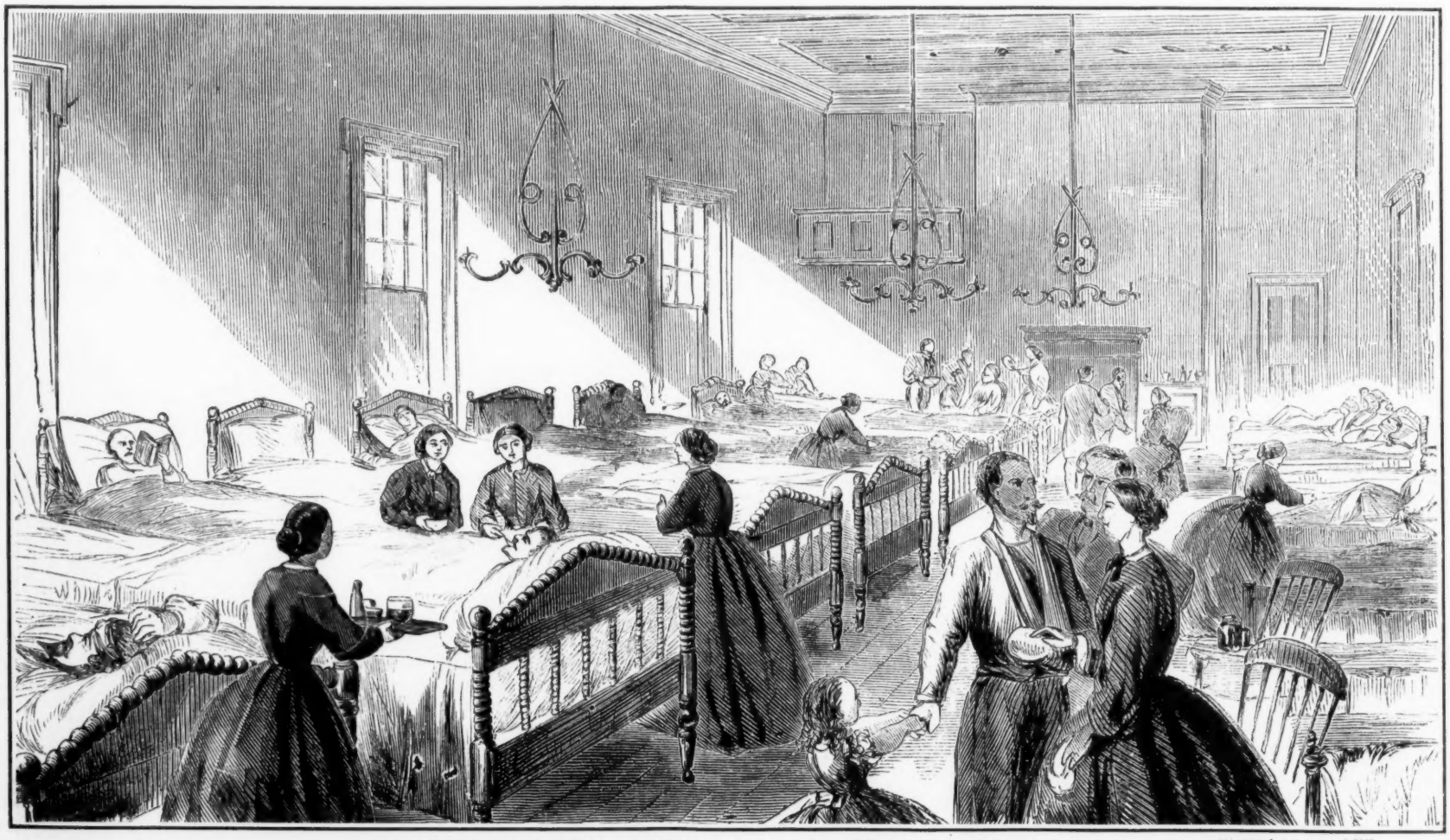
Much of the work at the Presidio is being done on the site of the Panama-Pacific Exposition. In the pick and shovel brigade shown above clearing off the parade ground are many men rated either as millionaires or the sons of millionaires. There were many sore hands in camp the night after this picture was taken but the job was all in the day's work. Army officers who have visited the Presidio say that many of the finest of the country's new officers will come from the 3000 men who now are in training on the Pacific Coast.

HARRIS & EWING

HENRY P. DAVISON

MEN WHO ARE RAISING MILLIONS FOR THE RED CROSS

The most successful professional and business men in the country are volunteers in the Red Cross War Fund Campaign. Above is a group which has already raised tens of millions in New York. During Red Cross week each personally led a team of ten men in collecting funds. Top row, left to right: Albert Strauss, James R. Sheffield, Thomas Cochran, Edgar L. Marston, Charles Summer Ward, Secretary of the Red Cross War Finance Committee, Peter S. Duryee, M. Friedsam, Donald Geddes and Charles D. Hilles, manager of Red Cross Speakers' Bureau. Bottom row, left to right: E. H. Outerbridge, Edwin P. Maynard, Seward Prosser, Chairman of Executive Committee of the War Finance Committee of the Red Cross, Mayor John Purroy Mitchel, Cornelius N. Bliss, jr., member of Red Cross War Council, T. A. Gillespie and William B. Thompson. In the square is Henry P. Davison, of the firm of J. P. Morgan and Co. As Chairman of the American Red Cross War Council Mr. Davison is executive head of the organization destined to play so important a part in the war.



FROM LESLIE'S WEEKLY, JULY 6, 1861

THE SOLDIERS' QUARTERS AT GEORGETOWN, D. C., DURING THE WAR 1861-65

Up to the time that Florence Nightingale took up her great work in the Crimean War the nursing of the sick and wounded in the armies of the world had been a most uncertain, inefficient and unsystematized proceeding. However when the War between the States began in 1861 a United States Sanitary Commission was formed and took up the work of nursing, the prevention of disease, and the supplying of hospital supplies on the battlefield. Over 225,000 sick and wounded soldiers were cared for in general hospitals far removed from the battle-front; soldier's homes provided for 600,000 more. Thousands of volunteer nurses and patriotic women did all in their power to alleviate the suffering of the wounded.

THE MISSION OF THE RED CROSS

BY HENRY P. DAVISON
CHAIRMAN RED CROSS WAR COUNCIL

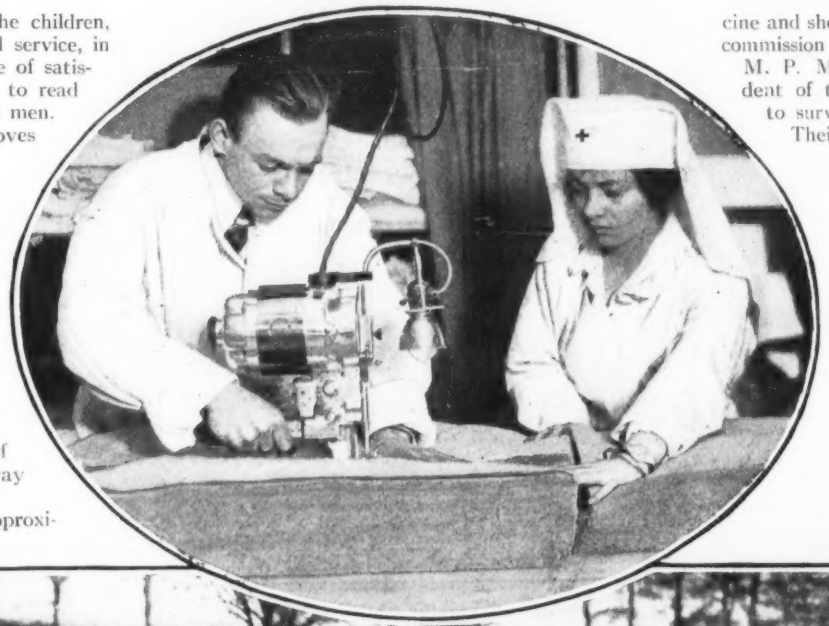
THE Red Cross has an extensive program of beneficent work at home and abroad whose execution would stir the pride of the American people.

We fervently hope that this program can be carried out in its entirety, but we know that it cannot be unless we enlist, and retain to the end, the generous support of the American people. We believe confidently that we shall have this support; that we shall be free to execute the splendid program, because of the extraordinary response that has come flooding into Washington in answer to the appeal of President Wilson. From all over the United States, from wherever Americans are living abroad, from men and women in all walks of life, from the children, have come pledges of money, materials and service, in amazing volume. It has been a great source of satisfaction to me to meet these volunteers or to read their letters. It is fortifying to my faith in men. It shows a will to serve and sacrifice that proves the sound fibre of our people.

Already the American Red Cross has assurances that make possible a large humanitarian service, and unless I am a sadly mistaken man, it will be provided with all that it asks by the generous people of the United States. But it should be borne constantly in mind that this is to be an effort of long duration that must have continuous and sustained support from our people. Imagine the consequences to those dependent upon us if we relaxed our efforts before the need for our help was over. Imagine the consequences to our name as a people of good faith if we deserted the task half way through our journey.

Until the Red Cross War Council knows approximately what amount of money is to be entrusted to its stewardship it cannot write a budget of expenditure. It has, however, been able to outline its policies and to set up the organization necessary to their efficient achievement. Building upon the old Red Cross organization, the War Council has called in a large group of experts to join in putting the machine upon a war footing. Great specialists of medicine and surgery, leading merchants, bankers, railroad men, engineers, accountants, sociologists, efficiency experts, writers, have dropped their own work and placed their talents, their experience, their time, at our disposal. Guiding us they are bringing about an organization that will meet the exacting demands of every emergency.

The first concern of the American Red Cross shall be our own soldiers and sailors and those dependent upon them. Co-operating under the direction and with the sanction of the War and Navy Departments the American Red Cross will study the needs of our men and be prepared, with staffs organized and supplies warehoused, to respond immediately, in any emergency that may arise, to supplement any effort of the military departments of the Government. It will study the condition and needs of the dependent families of our fighting men and seek promptly to care for them. It will follow our fighting men on land and sea and serve them wherever and whenever it can.



KADEL & HERBERT
WORKING FOR THE RED CROSS
This is a simple little picture, but it gives a volume of information about the Red Cross. Here is exemplified the system, efficiency, and order of all Red Cross work. The nurse is a splendid type of the Red Cross worker, while the order and neatness of her surroundings, the single smooth-running cutting machine, working at high speed and efficiency on many layers of bandages, forms a unit demonstration of the organization's effectiveness and the magnitude of its work.

CENTRAL NEWS
THE QUEEN OF ENGLAND REVIEWS RED CROSS NURSES
The women of the warring nations who are enlisted under the banner of Florence Nightingale and Clara Barton, the one the organizer of modern military nursing, the other one of the founders of the Red Cross, serve not only their countries but the cause of humanity. Out of the suffering and anguish of the Great War many great and noble results must come, but while the horror and bitterness of the struggle is over the world the Red Cross perhaps does more to keep alive the ideals of Faith, Hope and Charity than any other single influence, for it draws no line between friends and enemies in its work of mercy.

KADEL & HERBERT
AMERICAN RED CROSS SUPPLIES AT THE FRONT
The American Red Cross has raised over $100,000,000 to carry on its noble work, but it needs more. The dollars which you give will be used to aid those now suffering in anguish and want. Every dollar donated is spent without waste, for the effectiveness of its system makes the Red Cross probably the best organized of all avenues for succoring the needy. Here are Americans in Paris loading American Red Cross supplies to be used at the front only a few miles away.

The American Red Cross has extensive plans for the relief of the soldiers and peoples of the nations allied in war with the United States. It has moved long since to carry aid to France, which for thirty-five months has stood the brunt of unremitting warfare. Her losses have been enormous, her sufferings frightful. Vast areas of her fairest districts have been ravaged, a remnant of the people left cowering in the ruins of their homes, the rest of the population in that great area of devastation in the pitiful plight of refugees. Ill-nurtured and exposed they have fallen prey to tuberculosis and other diseases. They and countless thousands of wounded soldiers need food, medicine and shelter. The American Red Cross has sent a commission of twenty members, led by Major Grayson M. P. Murphy, West Pointer and senior vice-president of the Guaranty Trust Company of New York, to survey the field and tell us what to do first. Their requests will come by cable; we shall fill them by the fastest steamships that ply the sea. It is a race with disease, hunger and death and we must lose no time.

Russia needs the aid of our doctors, nurses, ambulances and hospitals. Her wounded and her refugees have suffered tortures that I do not wish to dwell upon. A large, well-equipped, well-officered American Red Cross expeditionary organization could do a tremendous work in Russia and the effect of its presence at a crisis in the sudden transition of the Russian people from autocracy to democracy would be of large value. It would be a token of the sympathy, the friendship and the hope of this great democracy to the people of suddenly freed Russia. The War Council of the American Red Cross is studying the Russian problem through Americans who know the country and plans to dispatch to Petrograd at an early date a strong commission to examine and report on what should be done. We hope to have a large American Red Cross organization on the eastern front before the close of autumn.

Roumania, through her gracious queen, pleads for food for a hungry population and for surgeons and nurses and medicine for her sick and wounded. Serbia and the troops and peoples along the Saloniki lines need additional help from us. We hope to extend a helping hand to Poland and Armenia, upon whose peoples war and hatred have inflicted unspeakable horrors. The Belgians, who have come to be among the special friends of all Americans, need our assistance in these dark hours of their history. There are seaports in the Mediterranean where the flag of the Red Cross should fly over adequately equipped dispensaries in charge of American doctors and nurses.

We depend with absolute confidence upon the American people to back this vast enterprise until the end.

THESE HAVE WON FAME IN LIBERTY'S CAUSE

HARE

ZINN ADDS TO HIS LAURELS

Word has reached America that Aviator Corporal Frederick W. Zinn, well known to readers of *Leslie's* through his interesting articles on life at the front, has been cited twice within a period of four weeks for numerous long-distance reconnaissances unaccompanied by protecting airplanes and "always distinguished by great bravery and *sang froid*." It is characteristic of Zinn that word of his citations did not reach *Leslie's* through his correspondence.

SOUBRIAN

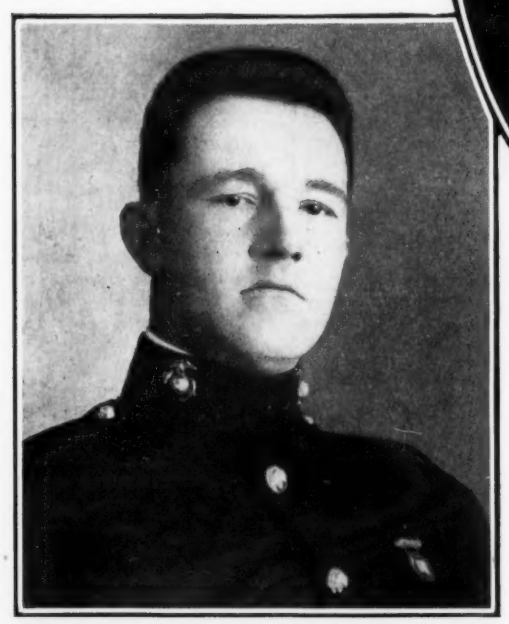
ROBERT SOUBRIAN FAMOUS AMONG WAR AVIATORS

When the Great War broke out Robert Soubrian was a driver in American automobile races, but immediately he sailed for France and enlisted in the Foreign Legion. He was wounded in the fighting in the Champagne and later transferred to the American Escadrille, where he has won many citations and recently received the War Cross. The American Indian head seen on the side of the machine is the distinctive mark of the American Escadrille.

QUARLES STUDIO

THE MAKER OF A HISTORIC FLAG

Among the flags that will hold great interest for future generations is that which now hangs in the Senate chamber at Washington directly behind the Vice-President's chair. It is of heavy silk and reveals exquisite needlework. The stars are embroidered on the blue field. The flag was made and presented to the Senate by Mrs. J. M. Tavelle of Savannah, Georgia. The following letter of presentation from Mrs. Tavelle was read to the Senate by Vice-President Marshall when the flag was placed in the Senate chamber: "Dear Mr. President, I am taking the liberty of expressing a flag made throughout by my own hands, which I would like to have presented to the Senate." Mrs. Tavelle is shown here at work on the flag.



U. S. MARINE CORPS

WINS THE MEDAL OF HONOR

Lieutenant Ernest C. Williams, U. S. Marine Corps, with 12 men charged a rebel fort at San Francisco de Macoris, Dominican Republic, one day last fall in the face of a fire from 40 rifles and, though two-thirds of his men were wounded in the attack, captured the fort. Lieutenant Williams was the first man inside the fort and behaved with great courage and judgment. For this he has been awarded the Medal of Honor.

UNDERWOOD & UNDERWOOD

AN AMERICAN WHO WON FAME IN FRANCE

Captain Charles Sweeney of the Foreign Legion is home to act as instructor for officers who are to go to France. He is the only American citizen to hold the rank of captain in the French army. Captain Sweeney is a graduate of West Point and has been decorated with the Legion of Honor Cross, the Croix de Guerre and other orders. Captain Sweeney distinguished himself particularly as commander of a large number of "tanks" with which he did great damage to the enemy.

MEN WHO ARE MAKING AMERICA

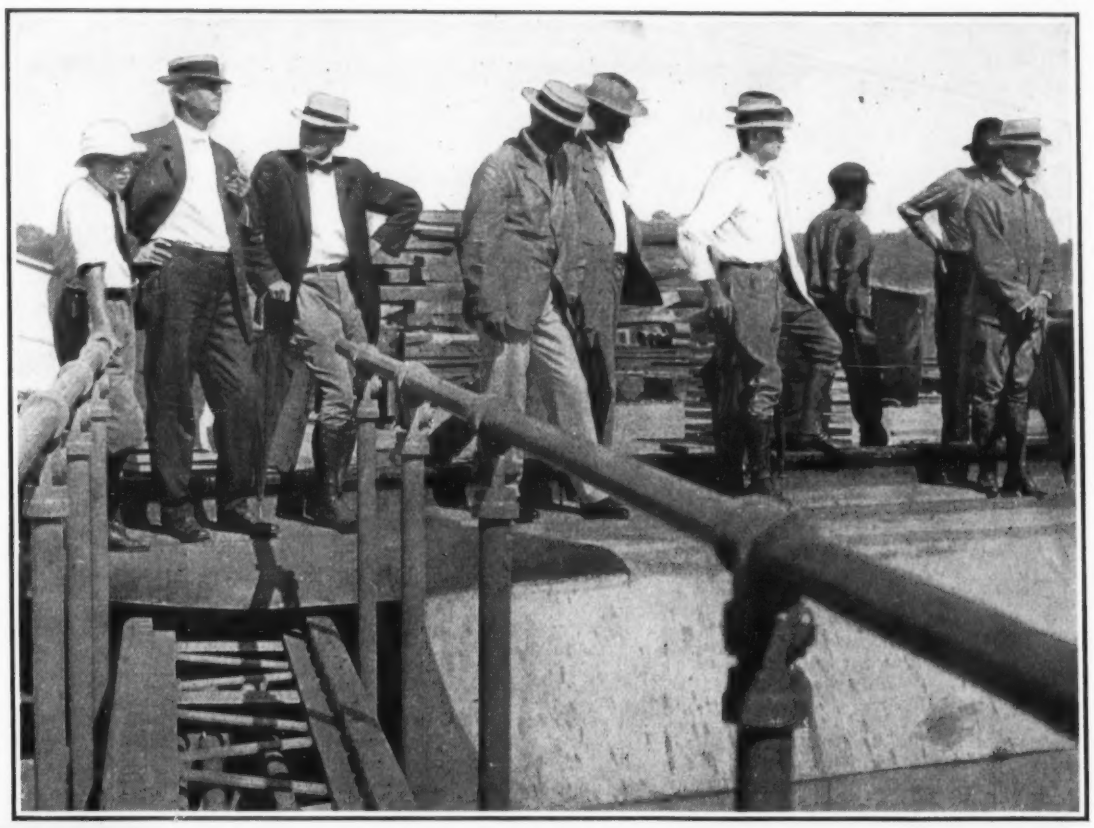
THE EYES OF THE WORLD ARE ON GENERAL GEORGE W. GOETHALS, BUILDER OF THE PANAMA CANAL, AND THE MAN CHOSEN TO SUPPLY SHIPS TO OFFSET THE GERMAN SUBMARINE CAMPAIGN

BY B. C. FORBES

(COPYRIGHT, 1917, BY B. C. FORBES)

"WHEN the news came that an army engineer would be chosen to build the canal, we all immediately thought of Goethals," declared General Mackenzie, then chief of the United States Corps of Engineers.

Why did General Mackenzie and other eminent army engineers at once know that a mere major was the ideal man for the job? Why did Theodore Roosevelt appoint him? Why did Secretary of War Taft decide that this little-advertised officer was the best man in the land for the biggest job confronting the nation?



LOOKING THE WORK OVER

General Goethals is standing at the top of the gates to the middle lock. Men at Panama recognized that Goethals was prepared to work harder than any of them; that he went everywhere and saw everything with his own eyes; that he would allow no official, high or low, to browbeat a single laborer or treat him unjustly; that his door stood wide open every Sunday morning to hear complaints and have justice meted out with even hand.

COPYRIGHT UNDERWOOD & UNDERWOOD

COMING HOME AFTER FINISHING HIS JOB

A sidelight on what America thinks of Goethals was shown when General Goethals was accorded a very high place in the vote taken for this series on "Who Are Our Fifty Greatest Business Men, Men Who Are Making America." This is a key to how he is esteemed by men of affairs throughout the country.

Because Goethals was born under a lucky star? No. It was because he had fitted himself to meet the opportunity and to measure up to it. It was not because of good fortune, but because of his record. It was not because of any influence, but because of his demonstrated ability. It was not because of chance, but because of his character. It was not because of "pull," but because of his personality.

When the Goddess of Opportunity sought a man she went straight to Goethals's door. When she knocked he was ready, to go forth and link the Atlantic and the Pacific, to break the backbone of two continents, to overcome obstacles that had defied others, to perform the greatest engineering and constructive feat of all time.

Recently, the United States Government has again called upon General Goethals to undertake a task in which the public interest is second only to that which centered in the building of the Panama Canal. That job involved the devising and constructing of much new machinery, new tools and new equipment for use both on land and water. Enough dirt was excavated to fill a train long enough to encircle the earth many times, and entailed, also, enough dynamite-hole boring to have bored straight through the earth from New York to the roots of some tea garden in China. The new task assigned General Goethals is also one of building, not, however, a passageway for ships, but ships themselves.

General Goethals has already discovered that conditions at Washington are not wholly unlike those he first found at Panama. A Governmental board, inspired more by faith than fact, recently proclaimed to a world unnerved by submarines that one thousand wooden ships of 3,000 tons or more would be turned out within eighteen months. When the time came to turn promises into performances the canal builder was called in. To his utter astonishment he discovered that "birds were still nesting in the trees from which the great wooden fleet was to be made" and immediately saw "how hopeless the task appeared." Nor had the bonds set aside to raise the necessary money been sold.

"As I regard all boards as long, narrow and wooden, and being a believer in authority, I wanted both money and authority," General Goethals told a great gathering of steel manufacturers in New York. Realizing that the construction of a thousand wooden ships from trees still in the leaf was an impossibility, the General turned to the possibilities of steel shipbuilding. And he adroitly asked the nation's iron and steel men if they would rally behind him in an effort to launch 3,000,000 tons of steel ships within a year and a half, a question that was instantly put to the manufacturers by Chairman Gary of the United States Steel Corporation and answered in the affirmative with unanimous acclaim.

As I sat listening to the General's address my first impression was that his criticisms of conditions at Washington were undiplomatic; but when he led up to his straight-from-the-shoulder appeal to the body of men who alone could make his plans feasible, everyone realized the efficacy of his action. Having secured thus a pledge of loyal support, General Goethals will be in an advantageous position to deal with these men when it comes to making hard-and-fast contracts.

No one realizes better than General Goethals the magnitude of his new assignment. However, he has a motto: Begin a work and in its accomplishment problems will often solve themselves.

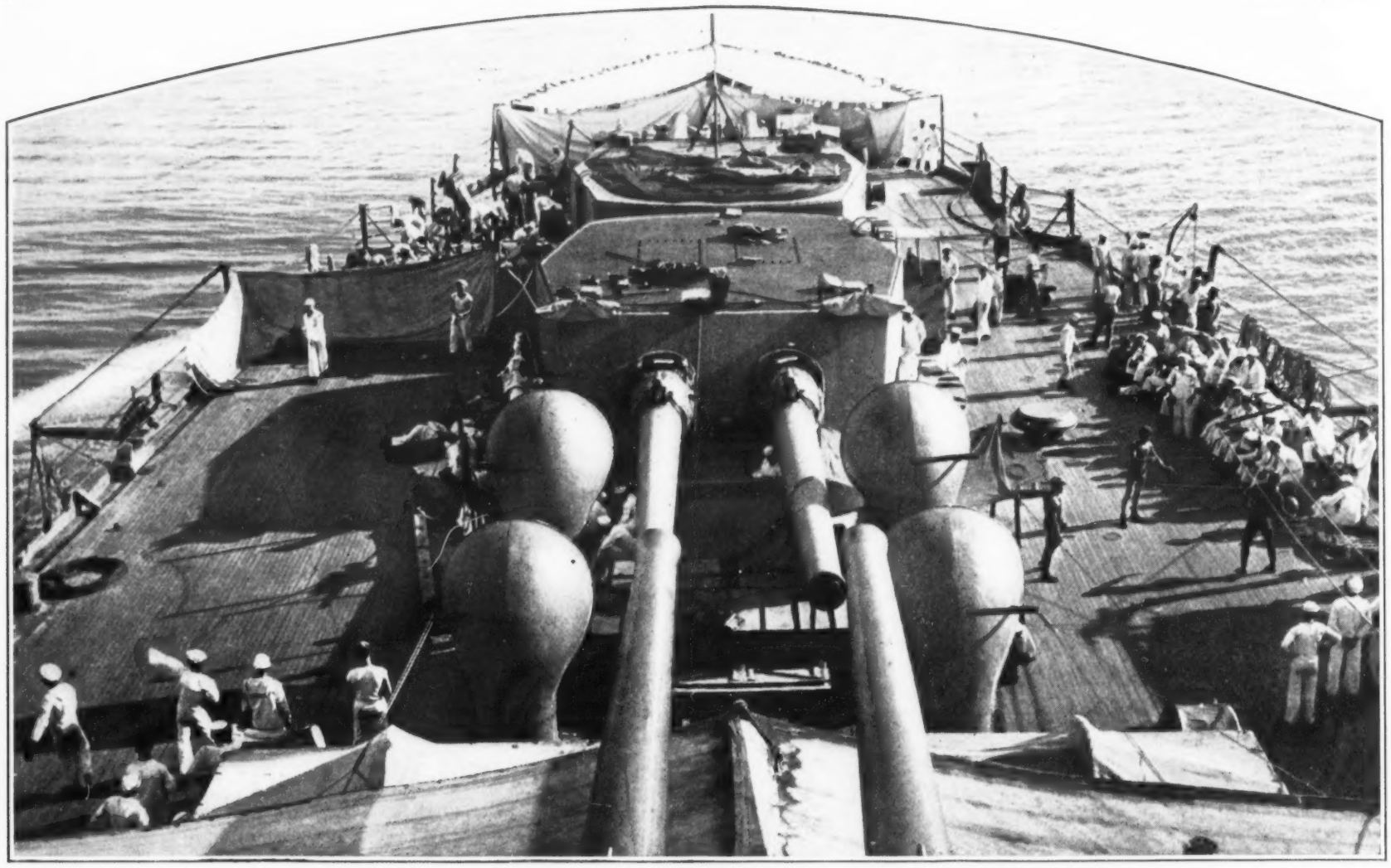
"Why I was selected, not being a shipbuilder, is a question that I cannot answer," he modestly declares. Everyone else knows why. He has proved himself a genius at getting difficult things done on schedule time. He has proved himself a creator and builder not only of things concrete, but a creator of things intangible but not less essential—loyalty, esprit de corps, camaraderie. He can infuse huge bodies of workmen with the will to overcome barriers apparently insurmountable. He combines with the force of a Spartan driver the qualities and characteristics of a great leader.

"General Goethals has been so long accustomed to deal with subordinates and having his will enforced as law that trouble may rise when he comes to deal with his equals, men not accustomed to being bossed or to render military obedience," someone had suggested. Panamanians expected Goethals to deal with them differently from the way he did. Is it not reasonable to assume that he will again disappoint the prophets of friction and failure?

His antecedents, his record up to date?

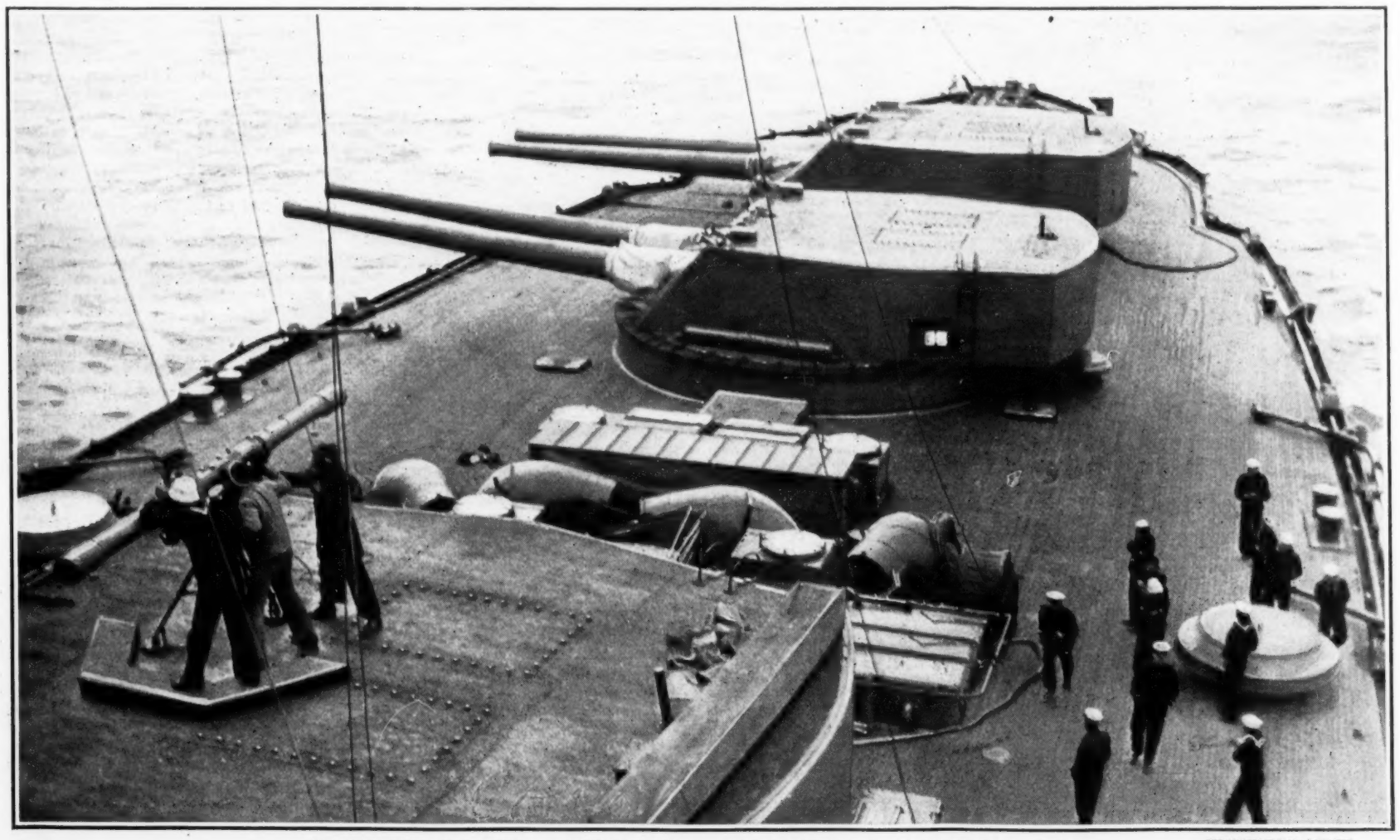
A Brooklyn lad of Dutch descent, born June 29, 1858, he went to work as an errand boy in New York when only eleven. At fourteen, he began keeping books for a produce market man after school and on Saturdays. His pay was gradually increased from $5 a week to $15, and he contrived to put himself through the College of the City of New York. He matriculated at Columbia with a view to

(Continued on page 816)



THE DAYS OF A SAILOR ON A BATTLESHIP ARE NOT WHOLLY OCCUPIED WITH WORK

Activity on board a United States battleship begins early in the morning and the day is filled with appointed duties, but there are times of leisure in which the men may amuse themselves as they choose. The photograph above shows an afternoon scene on the battleship *Texas*. At the right, a group of jackies are exercising with the medicine ball, while on the other side of the ship candidates for the ship's baseball team are trying out. Each ship has its athletic teams and in peace times the keen rivalry is decided in contests in port and at the drill grounds.

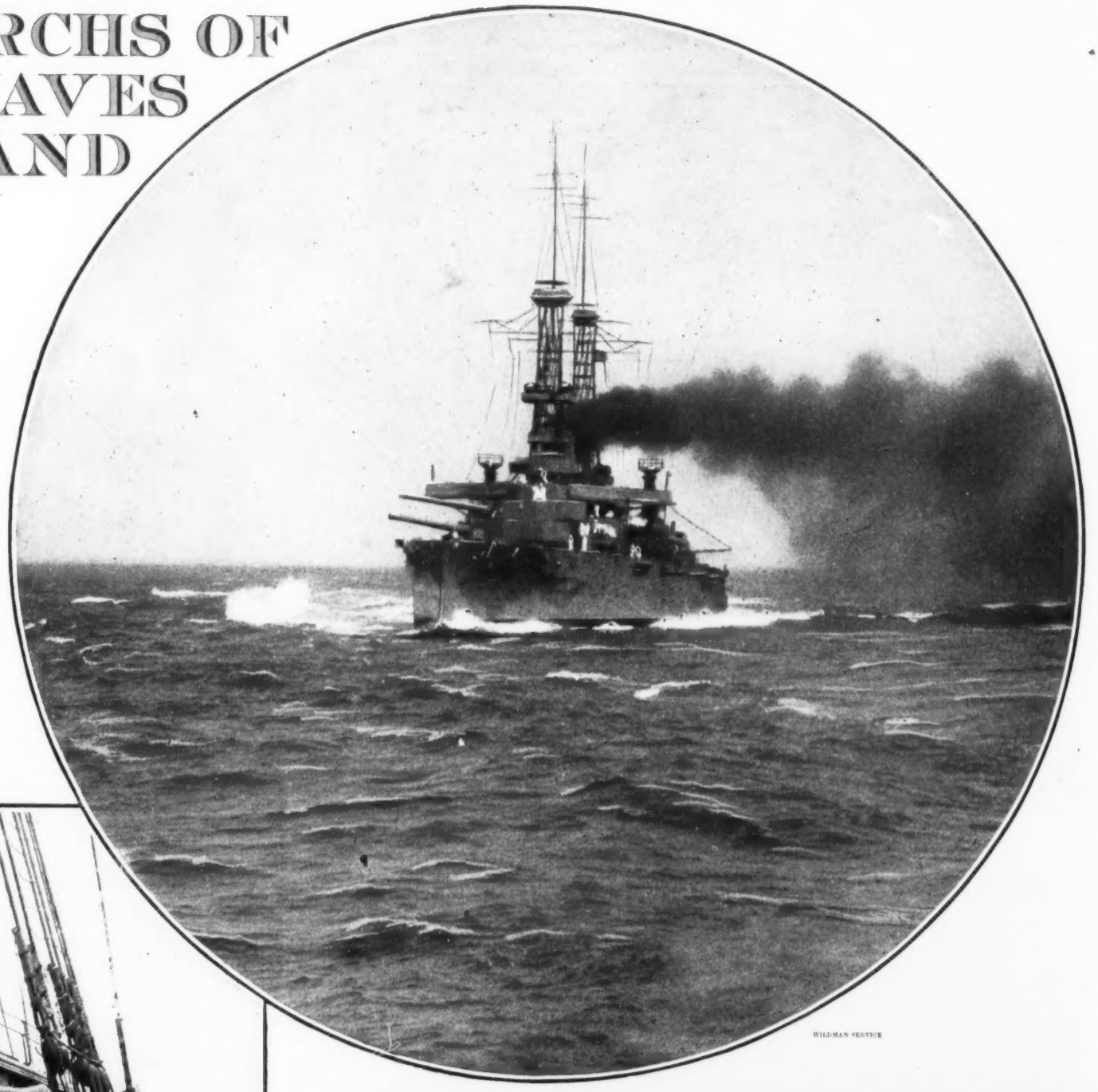


A BATTLESHIP PRESENTS A VERY DIFFERENT APPEARANCE WHEN CLEARED FOR ACTION

PHOTOGRAPHS BY KADEL & HERBERT

Increased efficiency, the result of constant training and practice, has made the Atlantic Fleet the most powerful sea force ever assembled under the American flag. In gunnery the American Navy stands second to none, and this high standing is largely due to the constant practice of the men. The above photograph, taken on board the battleship *Missouri*, shows men at the range-finder who correct the gunners' aim until a hit is scored. Then the signal for a salvo is given and no vessel afloat can survive such a broadside if correctly placed. The 12-inch guns of the turrets are ready for action.

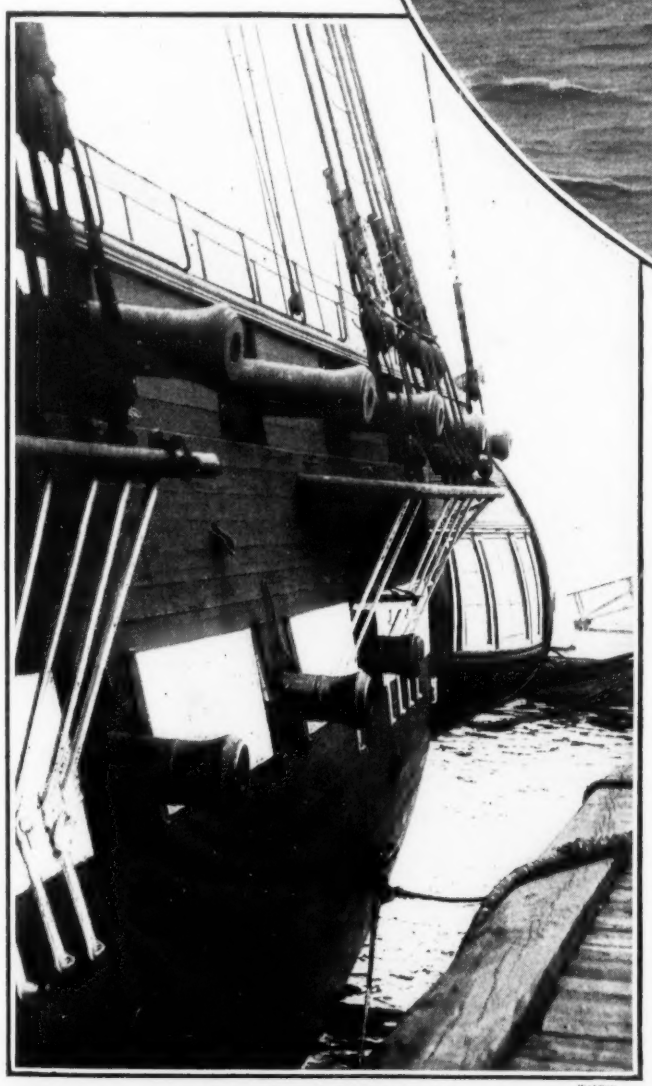
MONARCHS OF THE WAVES THEN AND TODAY



WILDMAN SERVICE

NO GOOD NEWS FOR THE ENEMY

Under full steam, the battleship *Utah* is clearing to get the 12-inch guns of her forward turret into action. The hypothetical enemy is 21,000 yards away, nearly 12 miles. While a hit at this distance is possible, the curve of the earth's surface is somewhat of a handicap and the mountings of naval guns do not permit the elevation at which the guns could be fired at their maximum range. In the battle cruiser engagement in the North Sea, ships opened fire at a distance of 18,000 yards and hits were made while the combatants were still 17,000 yards apart.



WALTON

AN OLD-TIME BROADSIDE

In the early days of the past century the frigate *Constitution* was the pride of America's young navy, and also one of the admired ships of the world, for the seamanship and fighting power of her crew won praise even from enemies. While her forty-four guns worked havoc against many of Britain's best ships, the hardness of her planking and timbers won her the name of "Old Ironsides." She carried a crew of nearly 500 men.

INTERNATIONAL FILM

ON BOARD "OLD IRONSIDES"

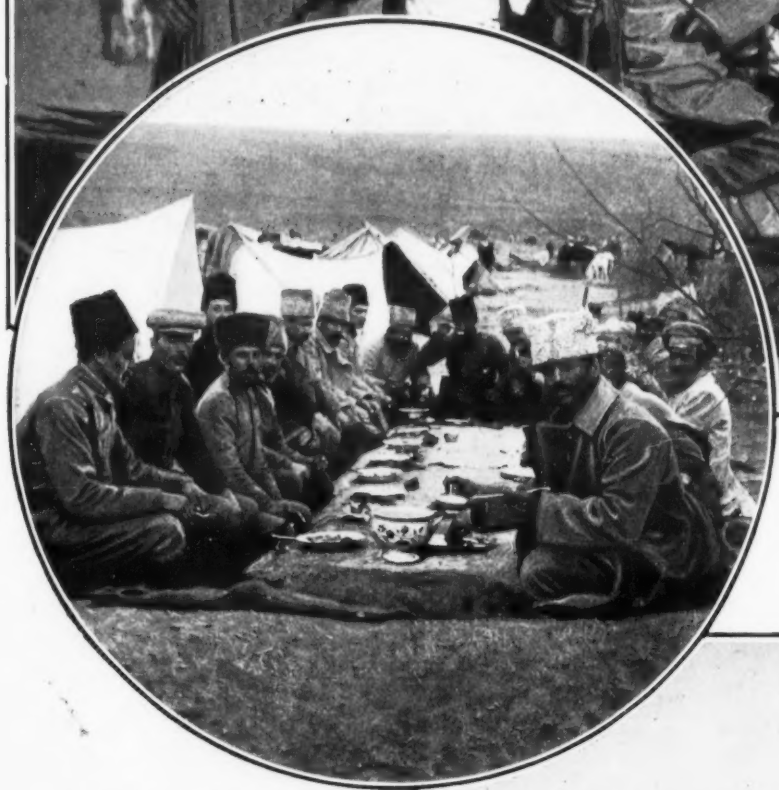
When the United States entered the great war Chilean sailors who had been in this country waiting to take new submarines to the southern republic were transferred from the battleship *Georgia* to the *Constitution* lying in the Charlestown navy yard. The stanch old ship, once one of the great fighters of the sea, presents a scene of great activity as the Chileans drill or romp aboard her.

ARMENIA'S PART IN THE WAR

EXCLUSIVE PHOTOGRAPHS FOR LESLIE'S BY FRANK DANIELIAN

MEN OF THE ARMENIAN RED CROSS

The soldiers shown above are members of the 7th Armenian volunteer regiment of the Russian army serving on the Caucasian front near Bitlis, Turkey. No other people has suffered more in the Great War than the Armenians. Israel Zangwill, the famous writer, has written this of Armenia: "That people whose ancient realm held the legendary Eden has now for abiding place the pit of hell. I bow before this higher majesty of sorrow. I take the crown of thorns from Israel's head, and I place it upon Armenia's." For more than 50 years the Armenians have been victims of slaughter. The great nations did nothing to restrain the Turk in his desire to exterminate this Christian race. Taking refuge in the mountains the Armenians fought off the Kurds and Turkish soldiers and despite massacres and hardships unspeakable continued to increase in population up to the time of the present war. The events of the past three years have greatly reduced their number.

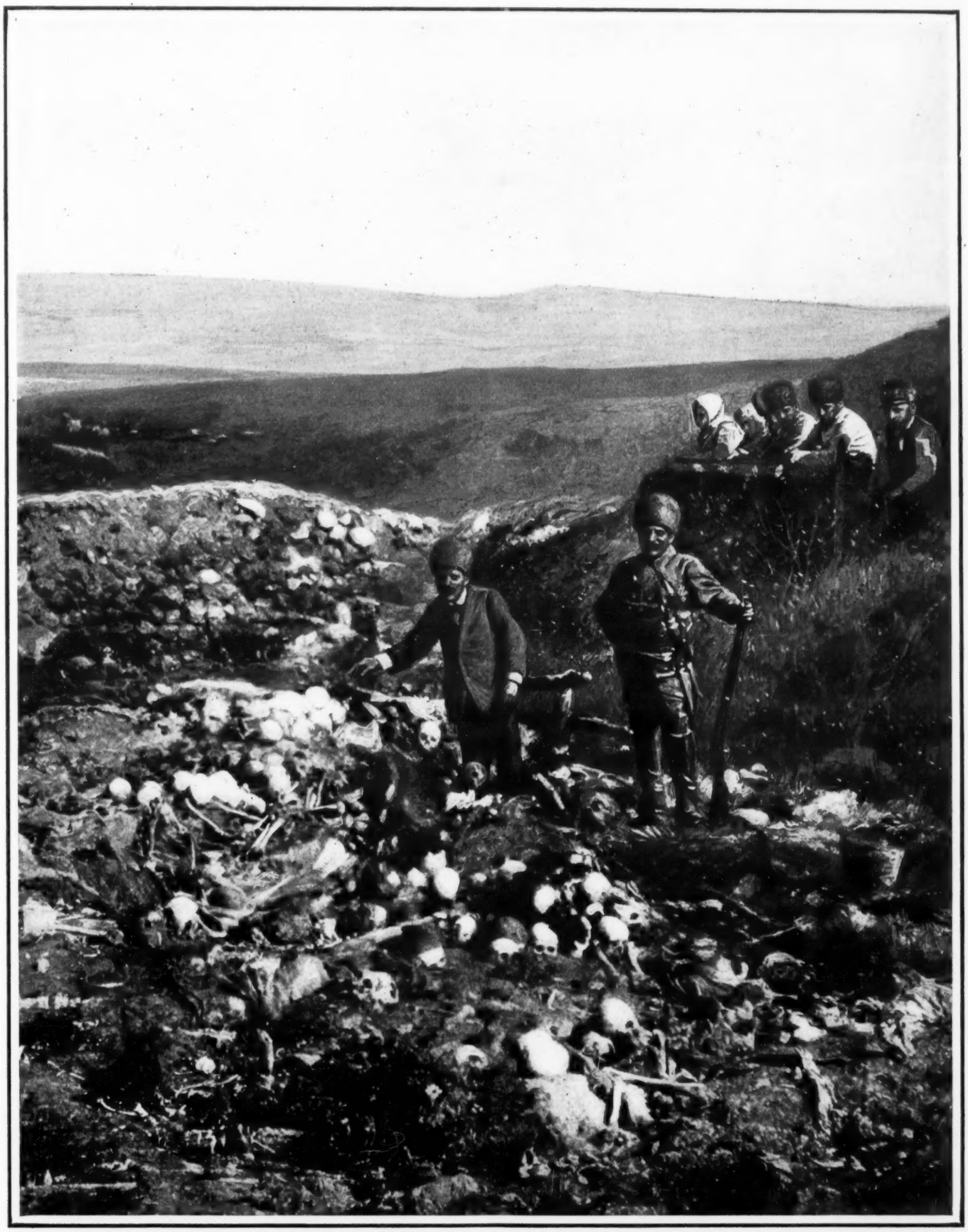


THE EVENING MEAL

These Armenian soldiers have a mess of which a general staff might be proud. Evidently they are near a good base and far removed from the battle-line, for the board is spread not only with many good things but also shows an excellent supply of old china. Scenes like this, however, are not common in Armenia today. Thousands of Armenians have fled in the past two years to the protection of the Russian and British lines and are now destitute.

ARMENIAN SOLDIERS AND A CAPTURED CASTLE

Here is a view of one of the oldest castles in Van, Turkey, which was built fifteen hundred years ago. After a desperate battle the city of Van was taken by the Armenian Volunteers with the Russian army. Russian and Armenian soldiers can be seen in front of the castle.



BY THE FIRE AND SWORD OF THE TURK

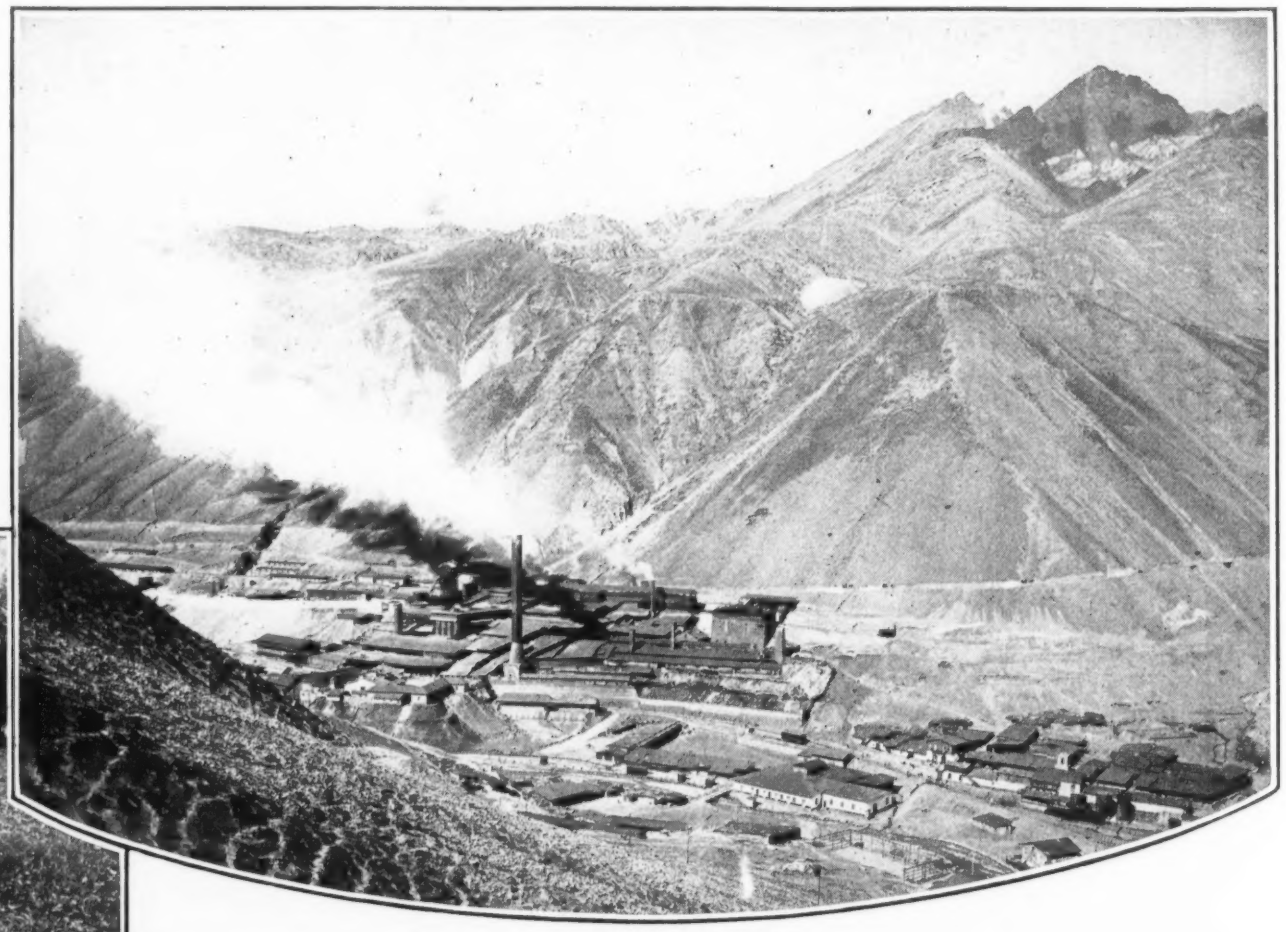
The skulls and other bones shown above are those of Armenians slain by Turkish soldiers. The scene is the ruins of a house in the village of Ak-Chan, in the section of Moush, in which hundreds of peasants, men, women and children, were assembled and burned. Often the Turks, after closing all doors and windows, will completely fill a house with Armenians by dropping their victims through a hole cut in the roof; then, having poured oil over the mass of struggling persons below, they apply the torch. Thousands of persons have been burned to death in this way. Mr. Frank Danielian, who took these pictures, served from 1915 to 1917 as a private in the 4th Armenian Regiment with the American Armenian volunteers in Caucasia. He was in many of the important cities that figure in the war in that section and had many opportunities to take photographs of the results of the horrible cruelties perpetrated upon the Armenians by the Turks. It is estimated that a million men, women and children have fallen victims to the blood lust of Germany's ally, while two million helpless refugees are starving. America, through the American Committee for Armenian and Syrian Relief, has contributed much money for the relief of the Armenians, but the suffering of these unfortunate people remains one of the blackest spots in world history.

LET THE AMERICAS JOIN HANDS

BY W. E. AUGHINBAUGH

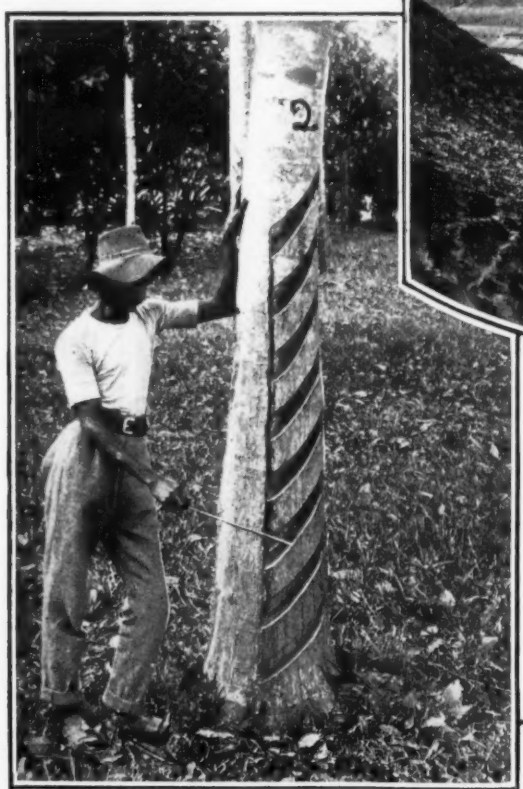
EDITOR'S NOTE—LESLIE'S *believes that Dr. Aughinbaugh in advocating the sending of government commissions to the republics of the south is doing splendid work for the United States. This country should not fail to grasp the opportunity now open to it to cement the friendship of the Americas in every possible way. Dr. Aughinbaugh is qualified to offer his sane suggestion by the experience of twenty years spent in Latin-America. He holds the chair of Foreign Trade at New York University.*

WHAT is Washington doing to bring about a closer relationship between the United States and our sister republics of the south? While our energies are being bent toward waging a successful war against Germany are we not neglecting a most favorable opportunity to bind to us by every bond of common interest and good-will the Latin nations of America? If ever we have been face to face with an opportunity to cast bread upon the water and get it back many times over that opportunity exists now.



MINING IN PERU

This is one of the many large mining properties located in the Peruvian Andes, most of which are at an altitude of thirteen to fifteen thousand feet. The more profitable of these mines are held by American concerns and operated by Americans. Everything is done by the mining companies to make life bearable for their employees, and every few weeks they are sent on a vacation to the seacoast, for the high altitude has a dangerous effect upon the hearts of most people. A trip to the top of these mountains is made in cars provided with oxygen tanks to be used for passengers who show signs of mountain sickness.



THE RUBBER SUPPLY CENTERS IN SOUTH AMERICA

This picture shows the oblique incisions made to bleed the rubber tree, and to secure the juice which is afterwards boiled and made into crude rubber. After the wounds have been bled sufficiently they are closed, and the tree allowed to heal.

The terrible conflagration which has been raging in Europe for nearly three years has had the effect of depressing commercially every Latin-American republic, for much of their trade was conducted with Continental houses and most of their large enterprises were financed through the same sources. Unable to export their raw materials, their ores and their various agricultural and food products, these lands, formerly so prosperous, are now experiencing reverses in all lines, the like of which has never occurred before in their histories. For example both Brazil and Guatemala cannot find purchasers for much of their coffee, formerly a prime favorite in the markets of the Old World. Ecuador and Venezuela have been unable to move most of their high-grade cocoa crops. Many of the mines of Peru and Bolivia have shut down for lack of ships to carry ores to smelters in Germany, Belgium and England, which are now idle. The nitrate fields of Chile, dominated by Germany, are for obvious reasons unexploited, throwing thousands out of employment. Thus each Latin-American republic has been penalized and made to suffer through this war.

Throughout all of these lands for more than forty years German influences have been actively at work molding the temperamental Latin-American mind to the belief that German ideals are the correct ones. Two strong German banks, the Dresdener Bank and the German Trans-Atlantic Bank, with branches, agencies or representatives in every city, town and hamlet of Latin-America, have done much to strengthen the financial position of Germany in these nations, so that local merchants fear their power. German-owned and German-inspired newspapers and periodicals flourish throughout South and Central America and have added to and disseminated the belief in the power of Germans and the greatness of Germany.

Despite these facts, so important did Germany feel the necessity for the good-will of the Latin-Americans that at the beginning of the present hostilities I was approached by a German Government official to suggest a plan of developing and maintaining the friendship of all editors south of the Rio Grande, for through them it was hoped to retain the sympathy of the masses. While I did not become a party to the proposed campaign,

(Continued on page 819)

RAISING SUGAR-CANE FOR THE WORLD

PHOTOS FROM BROWN & DAWSON

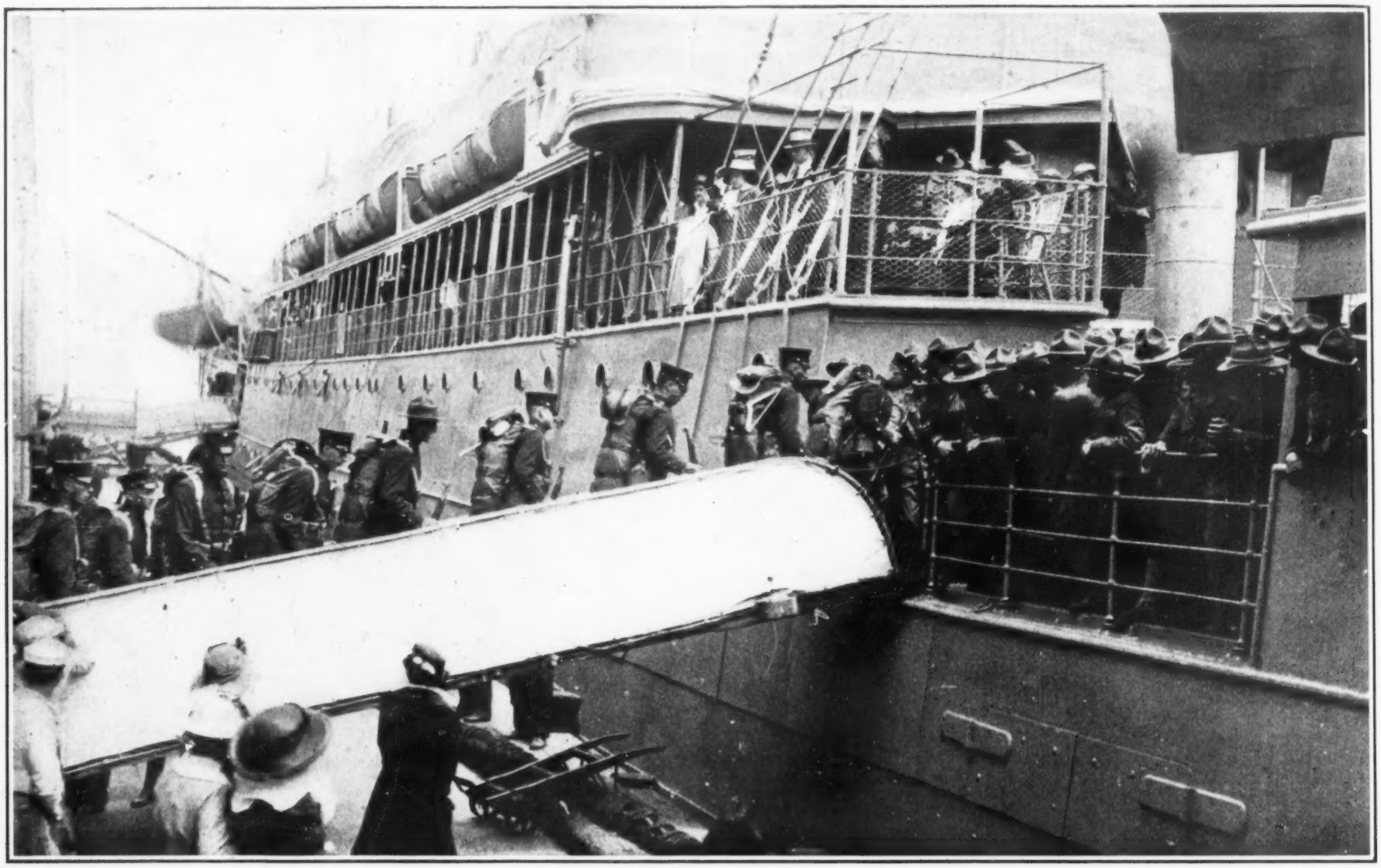
This shows one of the numerous sugar-cane fields in Cuba. Up to the present time no satisfactory machine has been devised for cutting the cane, and as a consequence the cane stalks are cut by machete, a long-bladed knife which is as necessary to the Latin-American laborer as the dinner-pail to the worker in this country. After being cut down the sugar-cane is taken to the mill where the juice is pressed from it, afterward boiled and clarified. The by-products from sugar-cane are rum, alcohol and molasses. Many of these fields were destroyed during the recent Cuban revolution by natives setting fire to them. The green cane, strange as it may seem, burns like tinder.

DRAWN FOR LESLIE'S BY JOHN NEWTON HOWITT

OUR ALLIES IN THE WAR WELCOME THE AMERICAN TO THE COMRADESHIP OF THE TRENCHES

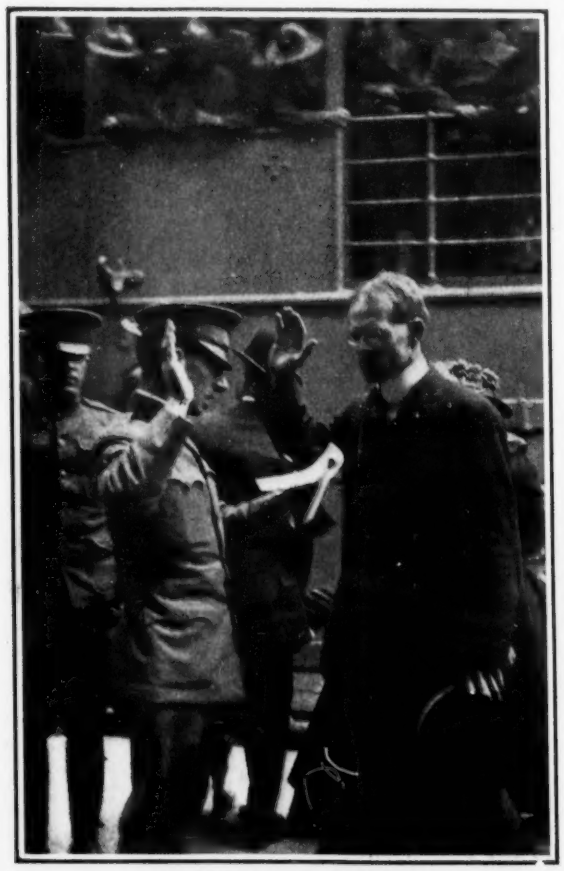
No better news has come to the men of the Allied armies than that which told of the entrance of the United States into the great war. Throughout the Allied nations the Stars and Stripes have been raised above public buildings and America has received the honor paid to a comrade in the fight. French and British magazines have expressed the public's joy at America's participation. The above sketch pictures the reception the men of the trenches extend to Americans who are to join them. French, British and other Allied soldiers are in the group which opens to make room for the American. The Red Cross on the banner which the men hold applies the welcome particularly to the medical and relief units.

AMERICAN SOLDIERS AND MARINES EN



MARINES GOING ON BOARD

From now on, until the end of the war, transports will probably be leaving United States ports with the regularity of clockwork. However, no information regarding time or place of departure will be issued by the Government. For this reason, the pictures on these two pages must speak for themselves as far as "news" is concerned. Marines with full service equipment are shown going up the gangplank.



A LAST-MINUTE RECRUIT

Usually there is considerable red tape to unravel before a man gets into the service. Perhaps this isn't a hurry-up job after all, but a case where red tape prolonged the re-enlistment of a seasoned soldier.

GOOD-BYE

The farewells have all been made and the big ship is ready to start on its long journey. The rules and plans of the transport service require a maximum of comfort in a minimum amount of space for each soldier. Nothing is left to chance or an emergency. System prevails on a transport as in every other branch of the military service. Particular care is taken to prevent the carrying of stowaways or persons who may attempt to gain admission to the ship as spies or to do damage.

The tr
In the

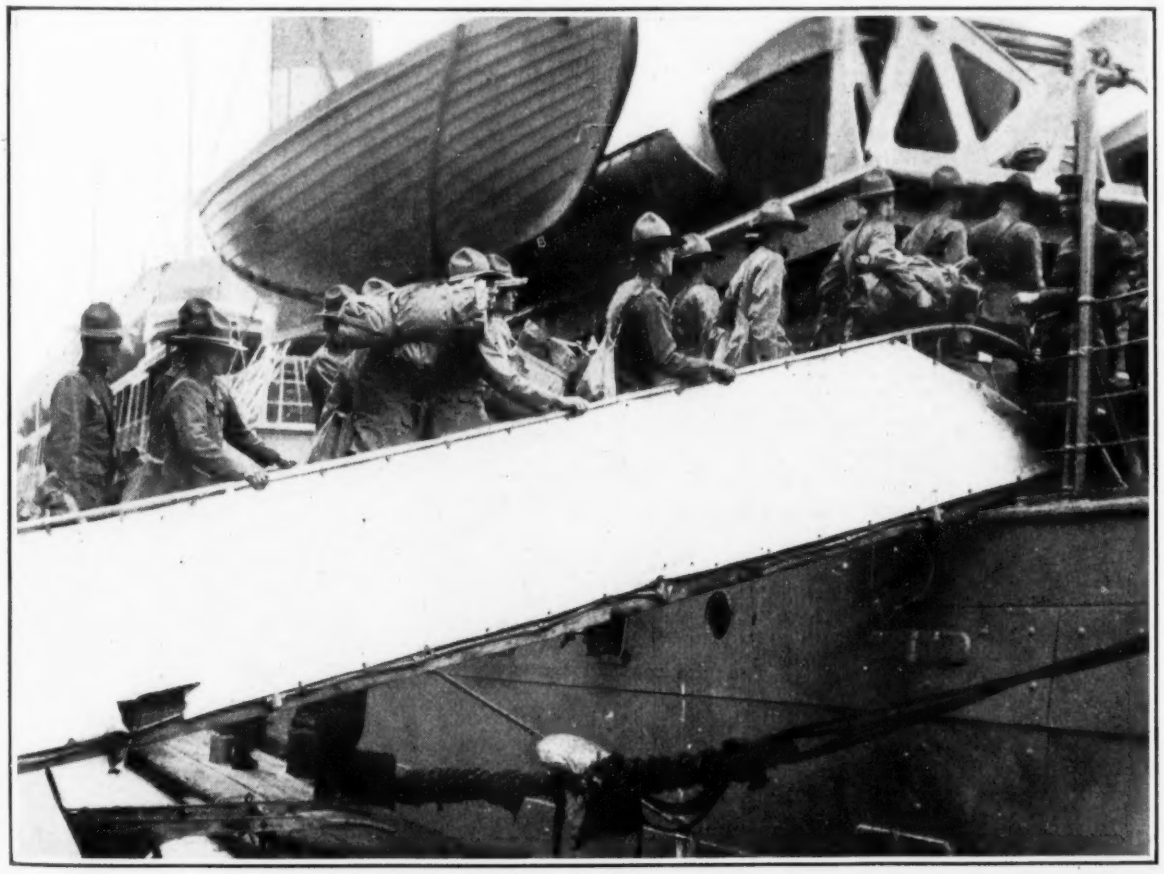
Here
ment
will b
follow

NES EMBARK FOR SERVICE

PHOTOGRAPHS BY JAMES H. HARE
WAR PHOTOGRAPHER FOR LESLIE'S

ON THEIR WAY

The transport shown here is about to leave an American port carrying soldiers, sailors and marines. In the crowd on the pier are relatives and friends, many in tears. So quietly is the work of transporting troops being done that many large bodies have been moved without any of the details having been learned by the public. Announcements of arrivals will be made, however.



SOLDIERS ON THEIR WAY

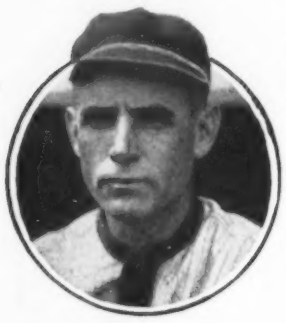
Here are Uncle Sam's infantrymen in complete marching equipment embarking on a ship for parts unknown. While these men will be relieved of regular duty during the voyage, they must follow this routine: Reveille, 6 A. M.; breakfast, 6:30; sick call, 7:15; guard mounting, 8:00; inspection, 10:30; dinner, 12 M.; sick call, 4:00 P. M.; inspection, 30 minutes before sunset; supper, 5.00; retreat, sunset; call to quarters, 8:45; taps 9:00. In addition, every man is put through vigorous exercise or drill daily.

ONE OF MANY FAREWELLS

A point commented upon during the Great War is the courage and smiles with which mothers, wives and sweethearts of the soldiers of the many armies have sent their dear ones to the front. American women are keeping up the record.

THE SPOTLIGHT ON BASEBALL

BY ED A. GOEWEY (THE OLD FAN)



GRIFFITH

Clark Griffith, manager of the Washington Senators, recently sounded a patriotic chord which will endear him to "our soldier boys" both in the training camps at home and near the firing lines in Europe. Griffith suggested that the professional ball clubs of the United States turn their surplus paraphernalia over for the use of Uncle Sam's fighting men. The suggestion was adopted promptly by several teams and baseball outfits will be sent to various units taking its place under the American flag.

SPORTS as usual. That was the keynote of President Wilson's recent open letter advocating the continuance of all athletic pastimes during the war, including those featured by the colleges. Already the message is having a marked effect upon the sportsmen and sport lovers throughout the length and breadth of the land, and by late summer the usual athletic programs will be carried out much the same as in the past, except that many famous contestants will be unable to appear, for by that time they will be engaged in advancing the message of the Stars and Stripes in other lands.

There is no question that immediately following the declaration of war by this country unnecessary hysteria seized upon most of the people of the United States, and a general curtailment of almost everything was advocated. Well-intentioned but short-sighted economists advocated purchasing nothing not absolutely necessary as an essential part of a general saving scheme. The cutting out of sports also was urged, but for no particular reason, unless it were that it would be incongruous for part of our citizens to play while others were fighting.

Statesmen of experience and genuine students of economic conditions promptly arose to combat the propaganda of unnecessary thrift, and so quickly demonstrated that such a course would throw hundreds of thousands out of employment, bring stagnation to business and cripple much manufacturing, that a policy of "keep on the job" was adopted generally and similar preachments were spread broadcast.

And the President, a thirty-third degree baseball fan and an enthusiastic follower of all-round sport, stepped forward, reiterated the axiom that those who work much must play at least a little, and did his bit to restore sports to their former position in popular favor in this country.

The United States for many years has been recognized as the greatest promoter of clean pastimes in the world, and there dwells here scarcely a man, woman or child who does not follow with enthusiasm one or more forms of athletics, either as a participant or a supporter. And if we have progressed to our present high civic post because we have spent much of our time in the open taking a more or less active part in athletic competition, is there any reason now why we should stop suddenly?

No. Our boys and girls, our men and women, need their outdoor recreation now more than ever to keep them in condition to accomplish increasing tasks. We thank President Wilson for his efforts. He has done much to right what might have developed into a monumental blunder. It now is up to the remainder of us to do our parts, remembering that every great European nation at war has encouraged sports at home and near the battle fronts since hostilities began, starting with horse racing and going through the complete list.

In baseball it's the fellow who can fill a predecessor's cap, rather than his shoes, who counts.

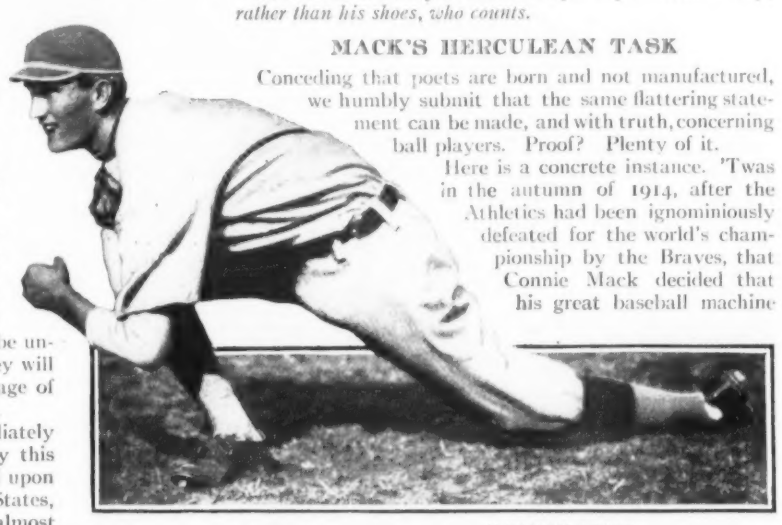
GIBSON

It looks now as if George Gibson, for many years the first-string backstop of the Pittsburg Pirates and one of the National League's best catchers, is going to be given another opportunity to display his skill. This year McGraw signed him, principally to coach the Giants' young pitchers, but since the injury to Lou McCarthy, which put the parent league's best catcher on the sick list for weeks, George has been ordered to assist Rariden in backstopping. The latter is eligible for military service, and if called to the colors, Gibson may be the Giants' regular catcher.

MACK'S HERCULEAN TASK

Conceding that poets are born and not manufactured, we humbly submit that the same flattering statement can be made, and with truth, concerning ball players. Proof? Plenty of it.

Here is a concrete instance. 'Twas in the autumn of 1914, after the Athletics had been ignominiously defeated for the world's championship by the Braves, that Connie Mack decided that his great baseball machine had gone stale, and he scattered most of his stars to the four points of the compass.



"SLIM" LOVE

Since that time it is estimated, and by no less authority than Connie himself, that he has experimented with no less than 250 near, would-be and almost ball players in an effort to build up another first-class team, but with negative results. To be sure his 1917 Athletics look better than the collection of misfits which he chaperoned last season, but his outfit is many miles from being sufficiently strong to cause worry to the real pennant chasers of the American League.

The present Athletics number just two of the old stars, McInnis and Strunk, a few veterans from other clubs, and a scattering of youngsters, a few of whom really are promising.

When a half dozen really capable players cannot be picked from 250 candidates it proves conclusively that the building up of a pennant winner is less easy than carrying a ladder through a swinging door. Mack made a blunder when he parted with so many capable men, nearly all of whom made good elsewhere; and, though accredited with being one of the keenest judges of talent in the baseball business, it looks as if it will be many moons ere he again possesses a rival to his old machine, long the terror of the green diamonds.

Incidentally, Mack's experience serves to prove to the fans generally that clubs which are without sufficient capital to purchase developed stars are bound to encounter serious difficulties in striving to construct first-class teams.

HARD ROAD FOR "MIRACLE MEN"

Uneasy, indeed, lies the head of the individual who attempts to wear a crown distinguishing him as a "miracle man" in the world of baseball. In 1914, when the Braves, looked upon generally as hopeless tail-enders, tore from the cellar position, won the National League pennant and added to their glory by taking the world's championship series from the Athletics in four games in a row, the only series the younger league had lost since 1909, George Stallings, manager of the Boston team, was proclaimed a "miracle man" far and wide.

In fact, so great was the praise heaped upon him that he was compelled to go upon the stage and tell "how he did it."

Considering the standing of the Braves at the present writing, we fear that Stallings's achievements in the miracle line have been either forgotten or tossed into the discard. In fact many fans now insist that it was not the generalship of George, but the advice of some of the men then working under him, which brought about the feat which set the baseball world by the ears.

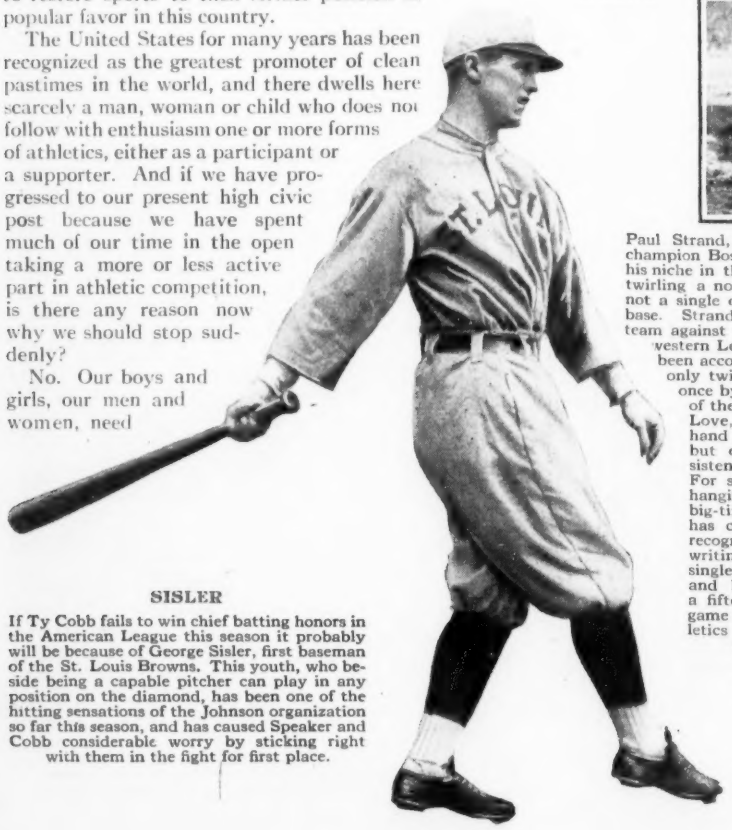
One year after the Braves' startling effort the fans were hailing a new "miracle man," Pat Moran, leader of the Quakers, who won the National League bunting; and Stallings's star began to wane. Pat's day, however, was brief, for Carrigan's Red Sox restored the world's championship to the American League with scant ceremony.

Last season saw the troublesome crown transferred to the brow of Wilbert Robinson, who succeeded in turning the bunch of discards and more or less hopefuls turned over to him into a

(Continued on page 821)

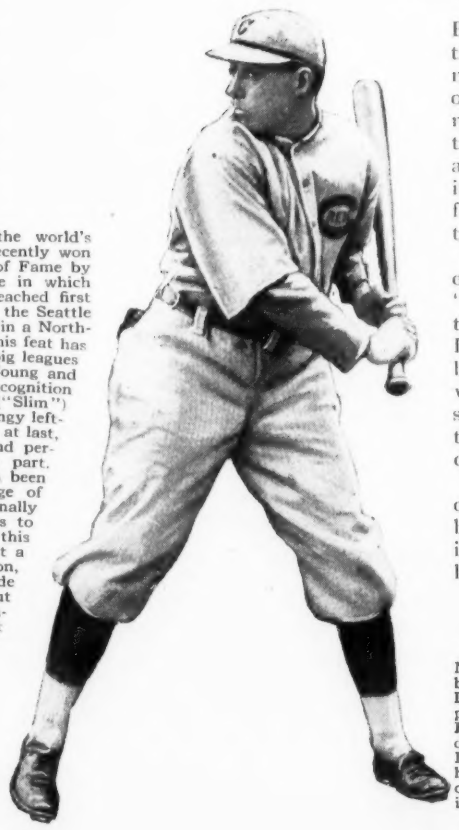
PAUL STRAND

Paul Strand, formerly with the world's champion Boston Nationals, recently won his niche in the baseball Hall of Fame by twirling a no-hit, no-run game in which not a single opposing player reached first base. Strand was tossing for the Seattle team against the Spokane club in a Northwestern League contest. This feat has been accomplished in the big leagues only twice, once by Cy Young and once by Addie Joss. Recognition of the ability of E. H. ("Slim") Love, the Yankees' rangy left-hand twirler, has come at last, but only after long and persistent effort on his part. For some time he has been hanging upon the fringe of big-time baseball, and finally has compelled the fans to recognize his worth. At this writing he has not lost a single contest this season, and his victories include a fifteen-inning shut-out game against the Athletics in his first start of the year.



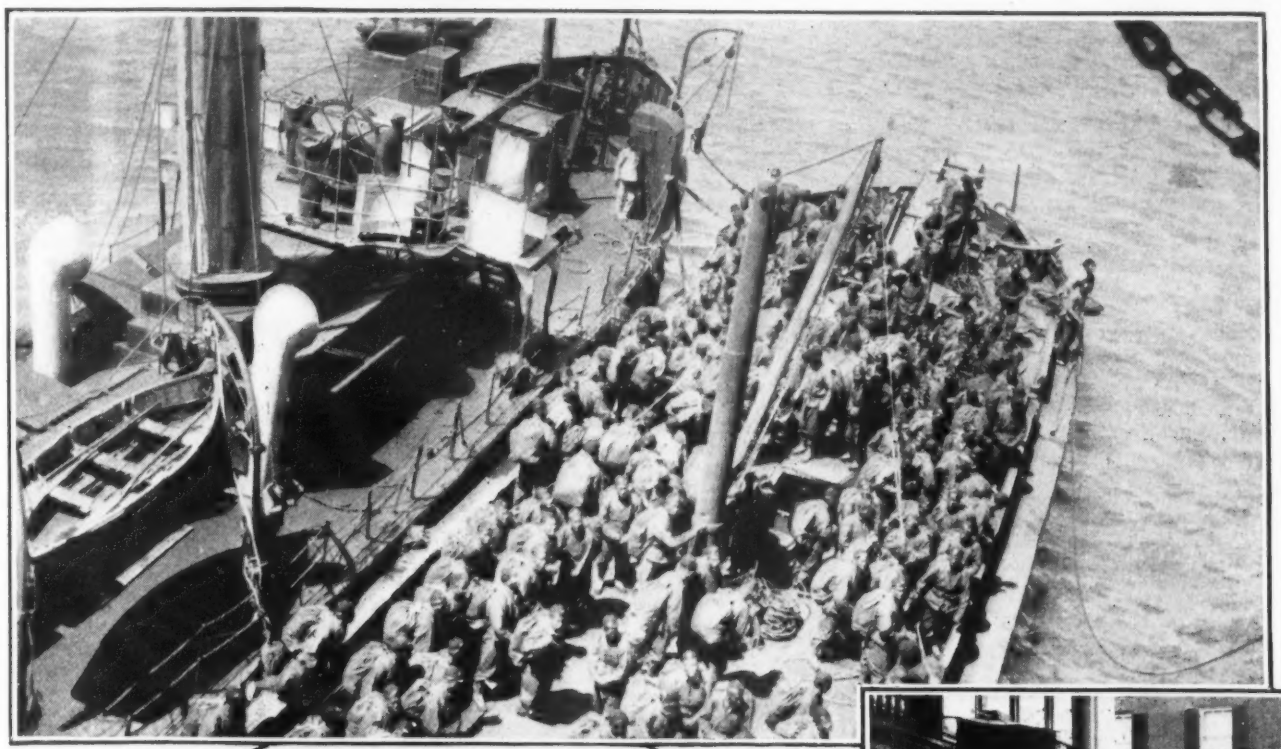
SISLER

If Ty Cobb fails to win chief batting honors in the American League this season it probably will be because of George Sisler, first baseman of the St. Louis Browns. This youth, who beside being a capable pitcher can play in any position on the diamond, has been one of the hitting sensations of the Johnson organization so far this season, and has caused Speaker and Cobb considerable worry by sticking right with them in the fight for first place.



ROUSH

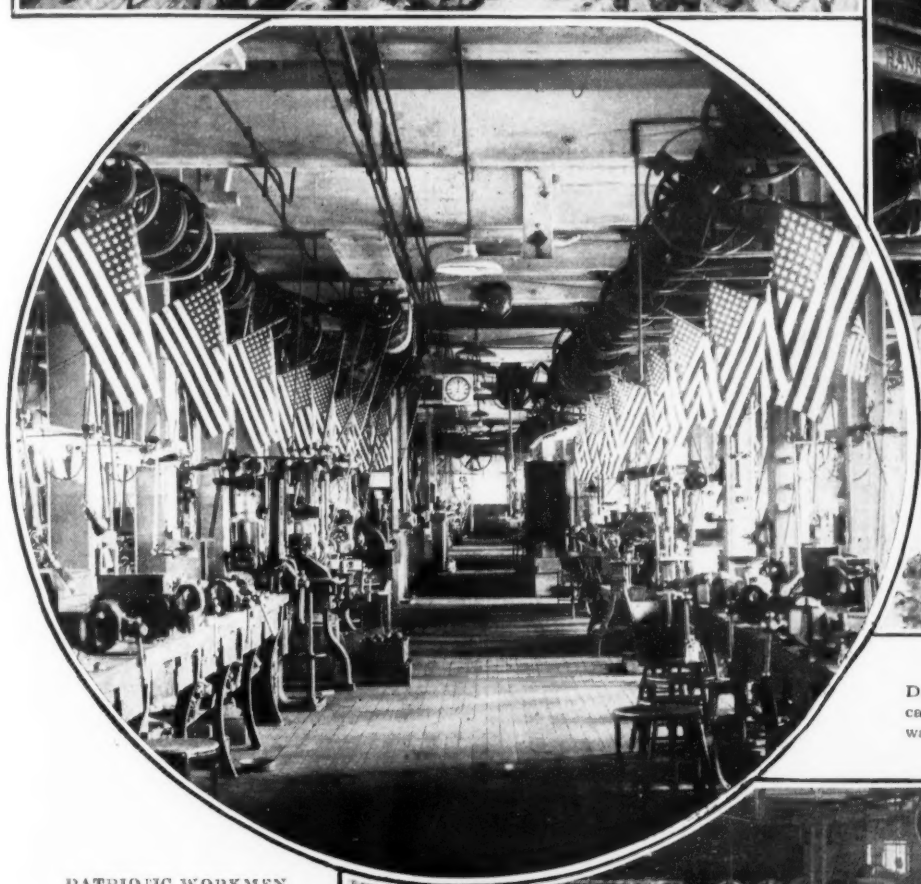
Many "dark horse" candidates for leading batting honors are featuring the National League race this season. Of these none is playing a more conspicuous part than Ed Roush, the Cincinnati center fielder, who has done more than his share toward keeping the Reds in the 1917 running. For several weeks he has led all but a very few of the parent organization's heaviest batsmen and is growing stronger. Last season he finished thirty-third with an average of .267.



WINSCOTT

COOLIES OFF TO EUROPE

The British military authorities have contracted to bring 300,000 coolies to be organized in a labor corps to be used for work in France and Belgium. The wages paid are extremely high considering the salaries in the Celestial land. This photograph shows part of a consignment of 2,400 leaving the port of Wai-Ha-Wai for Vancouver where they will be trans-shipped across Canada and thence to France. Each man of the party was, for sanitary reasons, compelled to have his queue cut, and for this received fifty cents from the British Government. Just before sailing each man was presented with a pack containing an entire change of clothing, shoes, tooth-brush, soap, drinking cup and utensils for cooking.



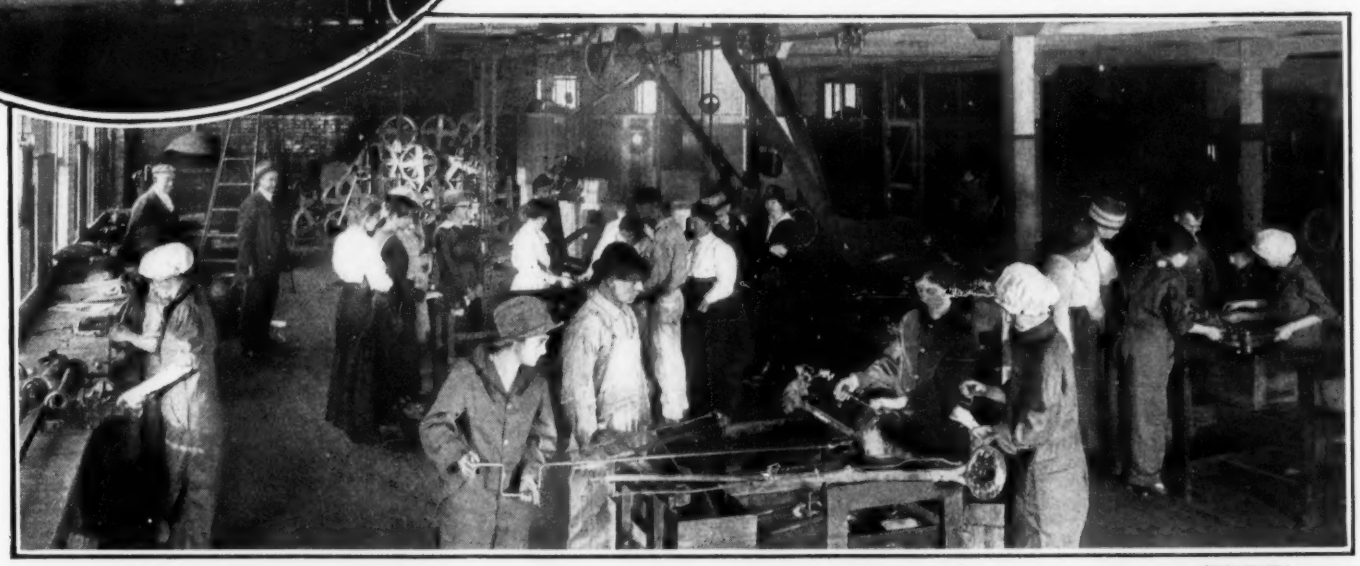
KAYLOR STUDIOS

AN OLD-FASHIONED HAIL-STORM

During the month of May and the early weeks of June many destructive storms and floods caused widespread damage throughout the country. On June 6th the state of Pennsylvania was visited by a hail-storm, the most severe in its history. The picture above shows the public square of Waynesboro, Pennsylvania, covered a foot deep with hailstones.

PATRIOTIC WORKMEN STIMULATE ENTHUSIASM

Throughout the country workmen in industrial fields have been active in supporting the Liberty Loan, enlistment and in spreading the gospel of patriotism. The picture printed above of a factory in Waterbury, Connecticut, shows what 12,000 workmen have done to keep the flag constantly in front of them. Over each man's machine hangs the Stars and Stripes, purchased not by the company but by the subscription of all its employees.



FEDERATED PRESS

PROVING THEIR MECHANICAL INGENUITY

Texas, like other states, is making active preparations for the shortage of men incident to conscription. One of the leading automobile concerns in Fort Worth is already training young women to act as repair men. Two classes of twenty each, from the Y. W. C. A. and Red Cross organizations, are spending two days a week in training for whatever emergency may arise. As the men leave the plant for the regimental duties, the women are being employed in their places. Two girls are already at work in the repair department and two more are preparing to go out as "trouble shooters" for outside repair work. Throughout the country women are taking the place of men in many business and industrial pursuits as the men are called to the colors.

DOGS IN HUMANITY'S SERVICE

Copyrighted Photographs by Underwood and Underwood for *Leslie's*

INTO "NO MAN'S LAND"

Against the red background of bloody warfare stand out the acts of bravery and daring which become the daily order of soldier-life. Scarcely less heroic than the soldier is the Red Cross worker whose task is to relieve the suffering, and restore the wounded to health. Reports of the tireless effort and constant bravery of the Red Cross workers have come back from the front; less has been told of the faithful Red Cross dog. These animals, known before the war as German sheep dogs, are daily locating and rescuing countless wounded men, left in "No Man's Land," the stretch between the battle-lines. The pictures on this page illustrate the training which prepares a Red Cross dog for service. Above is seen a wounded soldier who has been found by the dog. With the soldier's hat in his teeth the dog returns to where the stretcher carriers are waiting for him. The second picture shows the dog's return. The hat tells, instantly, of a wounded man, helpless, waiting for aid to come.

A RESCUE BY MAN AND BEAST

As soon as the dog returns with the message which the hat tells, the stretcher carriers and the nurse set out to find the wounded man. The dog leads the way to where the soldier lies, and having brought help to the sufferer, the uncomplaining dog, perhaps with a moment or two of rest, starts off to find the next man, lying, waiting for the arrival of help. Hundreds of these animals are performing this work every day on all the battle-fronts. America is profiting by the hard lessons of Europe and the value of the Red Cross dog has not been underestimated here. Scores of dogs are now being trained in the United States for the work of relief on the battlefields abroad.

TORBENSEN

Internal-Gear *TRUCK*

DRIVE

TORBENSEN DRIVES are made to LAST. Every owner gets a GOLD BOND GUARANTEE that the I-Beam axles and the spindles will live the life of the truck; and that the internal gears will last at least two years.

See how this

DOUBLE-AXLE DRIVE

does its work

THE modern, reliable, heavy-duty truck has been made possible by the absolute *separation* of the *load-carrying* and *driving* members of the rear axle—by the abandonment of the principles of *light-load, high-speed, pleasure-car* axles—by the recognition of the necessities of *heavy-loads, slow-speed, solid-tires.*

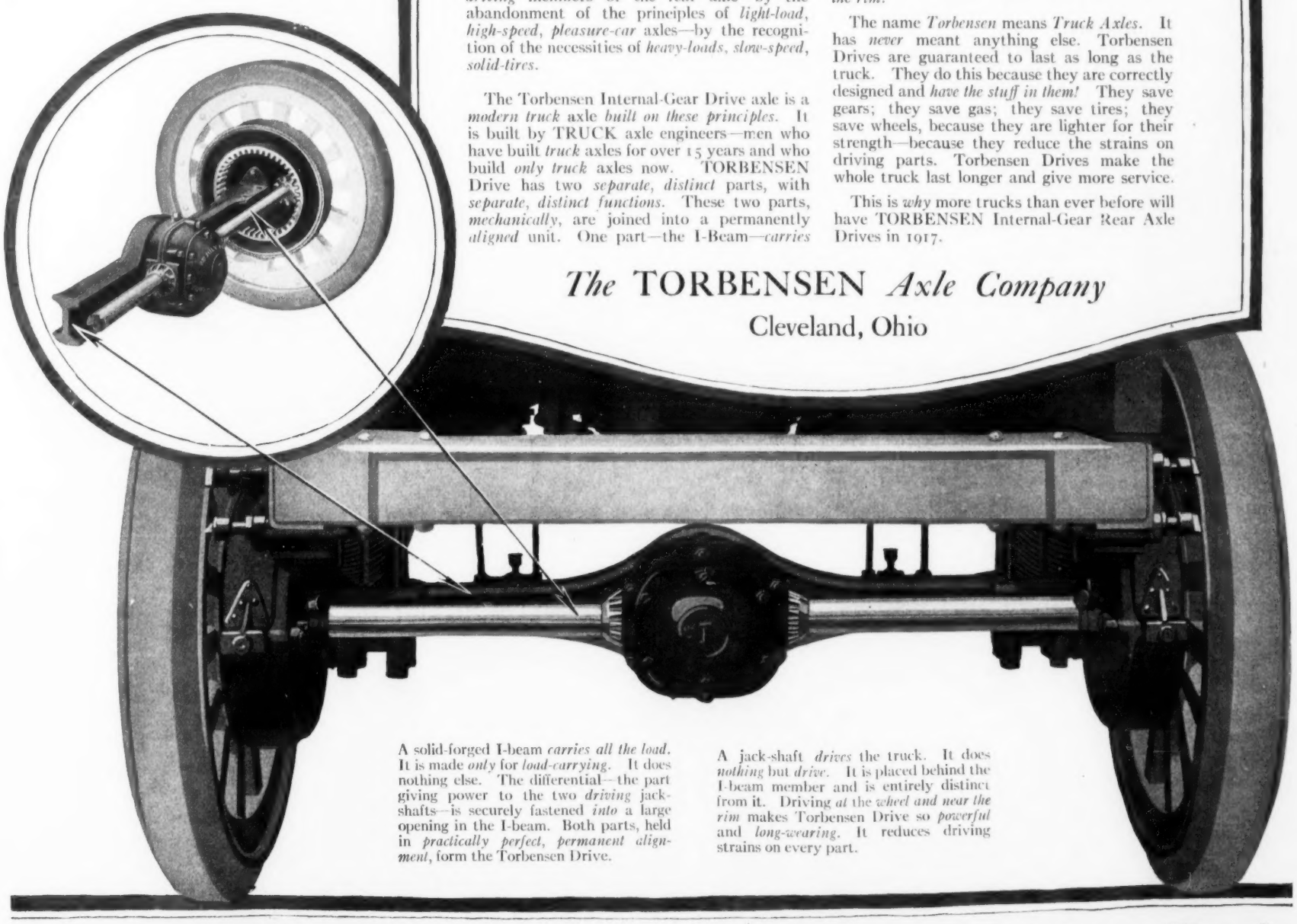
The Torbensen Internal-Gear Drive axle is a *modern truck* axle *built on these principles.* It is built by TRUCK axle engineers—men who have built *truck* axles for over 15 years and who build *only truck* axles now. TORBENSEN Drive has two *separate, distinct* parts, with *separate, distinct functions.* These two parts, *mechanically,* are joined into a permanently *aligned* unit. One part—the I-Beam—*carries the load,* and that's *all.* The other—the jack-shaft with the differential—*drives,* and that's all—and it drives directly *at the wheel* and *near the rim.*

The name *Torbensen* means *Truck Axles.* It has *never* meant anything else. Torbensen Drives are guaranteed to last as long as the truck. They do this because they are correctly designed and *have the stuff in them!* They save gears; they save gas; they save tires; they save wheels, because they are lighter for their strength—because they reduce the strains on driving parts. Torbensen Drives make the whole truck last longer and give more service.

This is *why* more trucks than ever before will have TORBENSEN Internal-Gear Rear Axle Drives in 1917.

The TORBENSEN *Axle Company*

Cleveland, Ohio



A solid-forged I-beam *carries all the load.* It is made *only* for *load-carrying.* It does nothing else. The differential—the part giving power to the two *driving* jack-shafts—is securely fastened *into* a large opening in the I-beam. Both parts, held in *practically perfect, permanent alignment,* form the Torbensen Drive.

A jack-shaft *drives* the truck. It does *nothing* but *drive.* It is placed behind the I-beam member and is entirely distinct from it. Driving *at* the *wheel and near the rim* makes Torbensen Drive so *powerful* and *long-wearing.* It reduces driving strains on every part.

Largest Builders in the World of Rear Axles for Motor Trucks

Have flaky, tender pie crusts

Are your pie crusts so light, so tender and flaky that they fairly melt in your mouth?

If not, it is because you are using a shortening that is too soft. This makes the dough sticky, impossible to handle lightly, and the crust is tough. On the other hand hortenin, that is too stiff does not work smoothly into the flou It forms tiny lumps and the crust is coarse and grainy.

You can get shortening that has exactly the right consistency. Swift's "Silverleaf" Brand Pure Lard makes a dough that works successfully and mixes into the flour with velvet smoothness.

With "Silverleaf" Brand Pure Lard you will be amazed to see how much more delicious your pies are. Your family will say they never before knew how delicate, how flaky, pie crusts could be!

Swift's "Silverleaf" Brand Pure Lard
Swift & Company, U.S.A.

How do YOU measure up for Uncle Sam?

Have you ever checked your capabilities against the requirements for Army or Navy Service?

Keep "tabs" on yourself for a few months. You'll be surprised at the result.

The OUTING LEGION

Is a *new department* in **OUTING**—the authority of outdoor magazines. It's a department created to measure *your* efficiency.

OUTING each month, beginning with the July issue, will prepare an examination in this department against which you *should* "check yourself."

Your big game shooting, your camping, your trap shooting, your golf or tennis should make you *average* better than your neighbor.

Has it? The July **OUTING** will answer this. Get it from your newsdealer **TO-DAY.**

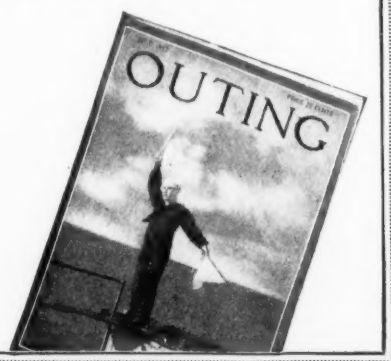
This coupon will enroll you for the full course in The OUTING Legion

OUTING
141 W. 36th St.
New York
Send me full particulars regarding The OUTING Legion and card for enrollment.

Name.....

Address.....

.....



MEN WHO ARE MAKING AMERICA

(Continued from page 803)

becoming a doctor, the favorite family profession, but the day-and-night work and study having affected his health, he decided to gain admission to West Point. President Grant ignored a letter on the subject, but young Goethals, undaunted, prevailed upon "Sunset" Cox, then a notable political figure in New York, to recommend him, after having given an assurance that he would make good—which several young blades sponsored by Cox had not done.

Entering West Point on April 21, 1876, the slender, light-haired, blue-eyed youth exhibited the same grit which had enabled him to earn a college education and developed the qualities which were to win him international fame. Thus: He graduated second in scholarship in a class of fifty-four and was one of the only two graduates considered worthy of selection for the coveted Engineers' Corps. He was chosen one of the four captains of the Cadet Corps. He was elected president of his class. He had, therefore, won the highest distinction in scholarship, in military skill and as a leader of his associates, a rare trinity.

His first commanding officer, knowing the tendency of young army engineers to indulge in strutting, set Goethals to work carrying a rod. He did not object; he merely told his superior, "I am here to learn." And learn he did. In two years he was promoted from second lieutenant to first lieutenant, and gained his captaincy nine years later, in 1891.

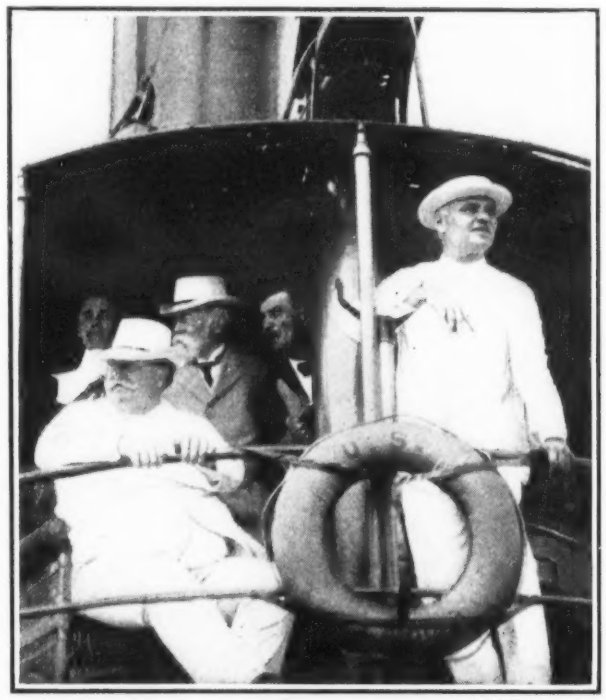
It was not his rank, however, that distinguished him from other army engineers, but his abilities and his achievements. "Whatever I gave him to do I immediately dismissed from my mind because I knew it would be done right," said one of his superiors. While still in the twenties, he was chosen instructor in civil and military engineering at the United States Military Academy; later he was placed in charge of the Mussel Shoals Canal construction on the Tennessee River; was signally honored by being called to Washington as a member of the General Staff and was made a member of the Board of Fortifications (for coast and harbor defense).

No matter what his station, no matter what the nature of his duties, no matter with whom he had to deal, Goethals displayed not merely technical skill of high order, but the rarer quality of statesmanship in handling men. Wherever he went, among whomever he worked he inspired a loyalty and enthusiasm that produced 100 per cent. results.

"To accomplish successfully any task," Colonel Goethals told a graduating class at West Point, "it is necessary not only that you should give it the best that is in you, but that you should obtain for it the best there is in those who are under your guidance. To do this you must have confidence in the undertaking and confidence in your ability to accomplish it, in order to inspire the same feeling in them. You must have not only accurate knowledge of their capabilities, but a just appreciation and a full recognition of their needs and rights as fellow men. In other words, be considerate, just and fair with them in all dealings, treating them as fellow members of the great Brotherhood of Humanity."

Goethals did not dig the Panama Canal with steam shovels. He dug it with men. Since everything must be done through men, Goethals's rule is to give first attention to men. By picking the right kind of men and then by treating them with absolute fairness, anything within the power of man can be accomplished. To join two oceans had been the dream of great men for centuries; but while others only dreamed or failed, Goethals went ahead and achieved triumphant results.

"As a soldier," he says, "I have always considered 'Do' an essential element of duty. In analyzing men for detail duty on the canal, I found that the man with military training had an advantage in knowing how to obey. Service is nothing more than obedience in a broad sense. If you escape duty you avoid action. Stern duties do not require harsh commands. Knowledge of our duties is the most essential part of the philosophy of life."



PAUL THOMPSON

COLONEL GOETHALS WITH PRESIDENT TAFT WHILE BUILDING THE CANAL

Though virtually a dictator, everything he did was done openly and aboveboard. There were no cabals, no star chamber intriguing, no political wirepulling. Indeed, Colonel Goethals was a practitioner of the gospel of publicity in all his relations with his force. Every man knew his job was safe as long as he filled it. Goethals's own conception of duty he has defined in these words: "We are inclined to accept praise or reward for doing nothing more than our duty, when as a matter of fact we are entitled to neither, since we have done only what is required of us. The plaudits of our fellows may be flattering to our vanity, but they are not lasting; by the next turn of the wheel they may be changed into abuse and condemnation."

And again: "How many business men ever make an inventory of their employees? Do they give as much attention to the human equation as they do to machinery?"

Goethals is the Kitchener of America. Both were trained as military engineers. Both developed remarkable executive force. Both had the faculty of enthusing and inspiring men. Both became leaders of the same type—extremely insistent upon obedience, intolerant of excuses for failure, implacable of delay, autocratic in certain respects, yet just and considerate. Kitchener's eyes were not unlike those of Goethals's—keen, searching, piercing. Goethals has studied Kitchener's career and it is safe to assume that Kitchener studied the achievements of Goethals.

Goethals once remarked: "The world demands results. It is recorded that Lord Kitchener, when a subordinate during the South African war began to explain a failure to obey orders, said, 'Your reasons for not doing it are the best I ever heard; now go

and do it!' That is what the world demands today."

Both Kitchener and Goethals have been called despots. Certainly no man not wearing a crown ever wielded such autocratic authority as was invested in Goethals during the building of the Panama Canal. He ruled with all the old-time freedom of the Sultan of Zanzibar or the Russian Czar. But his rule was founded on exact justice. Goethals accepted and acted upon the principle that there is a Brotherhood of Humanity. His fearlessness was never divorced from fairness. Power, he recognized, is only opportunity to do what is right.

When he held informal "court" every Sunday morning at his office and heard every comer, white, black or in-between, he had wider authority than the United States Supreme Court; yet he played the rôle of fatherly adviser rather than a cold legal functionary. Wives of all colors came to him to reclaim erring husbands; laborers with a grievance against their foremen received respectful attention; men dismissed could lay their cases fully before him. These Sunday morning sessions made the administration of the Canal Zone possible. They were a unique combination of theoretical autocracy and applied democracy. They were Panama's safety valve. Wrongdoers knew that Goethals, then a Colonel, could deport them from the Isthmus with a stroke of his pen—but they also knew that if they did the right thing he would see to it that they got a square deal.

What the public wants to know is how Goethals achieved the apparently impossible; how he found time not only to meet and solve engineering problems, not only how to succeed in building the canal, but also how he, an army officer, was able to become so successful an administrator; how he managed to keep a formerly lawless land peaceful and law-abiding—how, in short, he achieved such signal results in dealing both with machinery and with human beings.

The situation that confronted Goethals when he was dispatched to Panama was appalling. Panama had a history of engineering failure behind it. Of machinery for the administration of the new territory there was virtually none. There had been over fifty revolutions in that region in about as many years. Crime, violence, vice, disease, had held revel there for decades.

Congress appointed a "seven-headed" commission to administer the affairs of the Zone and to dig the canal. The job proved too big, too complicated, too difficult, too discouraging for the septette. The canal was being dug from Washington. Before a roll of mosquito netting could be procured it had to be wound with red tape. Requests for machinery were similarly treated.

President Roosevelt was angry. He had set his heart upon having the Panama Canal built, but had encountered nothing but disappointment after disappointment, delay after delay and resignation after resignation. This time he determined to appoint a Chief Engineer who could not quit, one accustomed to doing things, one who could straighten out tangles and "send the dirt flying." He turned to the army and there found his man.

At first merely Chief Engineer, Goethals within six weeks was appointed Chairman of the Canal Commission and given practically unlimited control. Colonel Goethals proceeded to do things without holding perpetual pow-wows with members of boards. His definition of boards, committees and commissions is now historic: "All boards are long, narrow and wooden."

At last President Roosevelt had found a man after his own heart. Hardly had the soldier-administrator reached the Isthmus, early in 1907, before he abolished all the municipalities, wiped out offices galore, divided the Zone into administrative districts and set up an entirely new order. Without specific legal authority, President Roosevelt gave Goethals virtually carte blanche. New laws were promulgated without bothering with red tape; the whole administrative machinery was reorganized; new methods of dealing with labor were enforced. All this went under the description of "benevolent despotism." Colonel Goethals later described his course thus:

"While there was probably truth in the assertion made at that time that the Chairman had exceeded his authority and usurped the prerogatives of the Commission, the end not only justified the means, but could have been accomplished in no other way."

The soldier-become-statesman had been sent to Panama to build the canal and he meant to build it. Everything else was subsidiary. If the susceptibilities of certain ornamental gentlemen at Washington were hurt—unfortunate but inevitable. If things had to be done without preliminary cabling and corresponding—the things were done. If the health and well-being and recreation of the workers called for undiluted paternalism—the necessary steps were taken. Whether the President of the United States had a legal right to act without specific sanction of Congress was none of the engineer's business. He was there to obey Presidential orders—and to have his own orders obeyed in turn.

Asked the chairman of the House Committee on Appropriations during the inevitable Congressional "investigation:"

"Did you ever inquire into the right of the Panama Railroad Company, under the laws of the State of New York, to go into the hotel business, Colonel Goethals?"

"No, sir; I got an order from the President of the United States to build that hotel and I built it"—referring to the new Washington Hotel at Colon.

Goethals arrived unheralded and was received with no pomp or ceremony. He was mild-mannered. This led to a little misunderstanding which Goethals settled very characteristically. Union leaders waited upon him and told him that if he did not do a certain thing they would all resign that evening and stop the whole works. Goethals listened politely and shook hands with them as they left—without committing himself one way or the other. When evening came without any decision they telephoned Goethals. "I thought you had all resigned," was his reply. "But you surely don't want to tie up the work?" they queried. "I shall not be tying it up; you'll be tying it up. You forget this is not a private enterprise but a Government job." Puzzled, they next asked, "Well, what are you going to do?"

"Any man not at work tomorrow morning will be permanently dismissed. Good night." Next morning the full force was promptly on the job and that virtually ended Goethals's troubles with canal employees.

Dr. Gorgas, to whom mankind is debtor, found in Goethals an ardent supporter of his brilliant campaign to rout the malarial mosquito and banish fever from the Zone, without which efforts the story of canal building under the Americans might have more closely and tragically resembled the attempts of the French.

Napoleon, when an obscure subaltern, used to pore over manuals of government as painstakingly as over manuals on maneuvres. Goethals acted as if there was no problem of civil administration which he had not pondered for years in anticipation of just such duties as now were laid upon his shoulders. He handled the volatile Panamanians with consummate skill. He handled 50,000 employees, comprising over seventy nationalities, as if his sole study and sphere in life had been that of a great industrial executive, arousing in them the competitive spirit to the highest pitch through dividing the canal into three sections, Atlantic, Central, Pacific, and pitting them against one another in their digging. These were the qualities—it was not merely technical engineering knowledge—that built the canal. General Goethals modestly says there were no new engineering problems to be solved, but that there were endless novel problems in government.

(Continued on page 822)

TIFFANY & CO.

AN UNEQUALLED STOCK

OF JEWELRY WATCHES SILVER
CHINA AND STATIONERY

FIFTH AVENUE & 37TH STREET
NEW YORK

If you're thinking of buying an automobile or motor truck, but are in doubt as to what particular type is best suited to your needs, H. W. Slauson, M. E., editor of Leslie's Motor Department, will give you accurate and unbiased information that will help you decide right.

Mr. Slauson is an automobile expert who is in an unusual position to help settle motor questions.

For years he has been studying the problems of thousands of motorists and his own experience and his complete records of other motorists enable him to advise you promptly and accurately on any matter relating to automobiles, motorcycles, motor boats, motor trucks.

This service is offered to "Leslie's" readers without any charge or obligation. Write him a letter asking his expert advice—or fill out the coupon.

MOTOR DEPARTMENT, LESLIE'S WEEKLY
225 Fifth Avenue, New York City

I am considering the purchase of a ..... (Give name or make if you have any preference, or the price you want to pay.)

Motor Car .....

Motor Truck .....

Motorcycle .....

Please help me in its selection and give me, free of charge, this special information:

.....

.....

Name .....

Address .....

Les. 6-28-17

Approaching Lake McDermott, Glacier National Park.

A Tire That Fulfils Expectations

Usually the man who buys a Goodyear Tire has a very definite and sensible reason for doing so.

He has noticed that Goodyears outnumber any other tire on the motor cars in his neighborhood, or some friend has told him of their goodness, or he has used them himself, and knows from personal experience that they last longer and give more mileage.

In any case, he comes to Goodyears expecting more than he could hope for from any other make of tire.

The fine part about it all is, that the Goodyear Tire he buys will not disappoint this expectation.

It is built to deliver more than he could get from another tire, and it invariably does so.

Because it does so, more Goodyear Tires are sold in America than any other brand.

And the margin of Goodyear leadership is widening day by day.

Goodyear Tires, Heavy Tourist Tubes and "Tire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.

The Goodyear Tire & Rubber Co., Akron, Ohio

GOODYEAR
AKRON

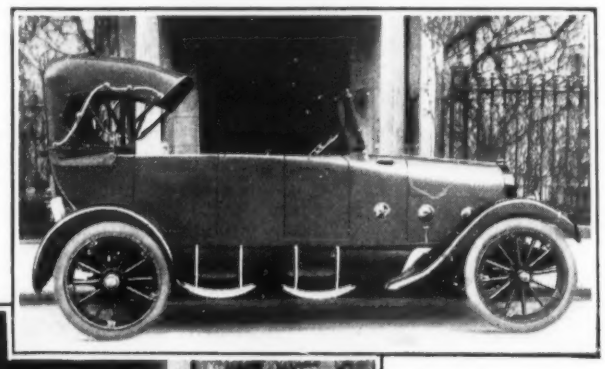
MOTOR DEPARTMENT

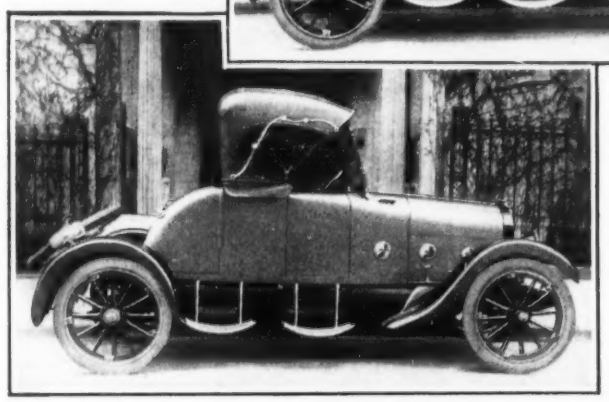
CONDUCTED BY H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, *225 Fifth Avenue, New York City. We answer inquiries free of charge.*

A CONVERTIBLE BODY—AS A TOURING CAR

The tonneau seats five passengers and is protected by a victoria type of top. The steps in front of each door take the place of the ordinary running board





AS A RUNABOUT

The rear seat is hinged at the bottom and tilts forward, filling the space formerly occupied by the rear doors. The top is hinged in like manner and serves to cover the runabout compartment.

THE "HOW" AND THE "WHY" OF LUBRICATION

EDITOR'S NOTE: *This is the third of the "How" and "Why" series announced recently. The first article was entitled, "The 'How' and the 'Why' of Tire Care," and appeared in the April 26th issue of Leslie's. The second article "The 'How' and the 'Why' of the Carburetor" was printed in the issue of June 14. Copies of these issues may be obtained from the Subscription Department by forwarding ten cents in stamps.*

THE petroleum branch is one of the most famous of all Nature's families and several of its members are of absolute necessity to the motorist. It is this family which furnishes the car owner with a means for driving his engine, with a means for lubricating it, with a means for cleaning it and removing carbon from the cylinders, with the color that enters into the paint and with the greases, oils and other squeak eradicators used around the chassis and running gear.

The petroleum family is a member of that vast group known as hydro-carbons, or substances composed of the elements of hydrogen and carbon in different proportions. Alcohol is a hydro-carbon, as is also meat fat, but these, of course, are in no way related to the petroleum family.

Gasoline is the fuel which is used in practically every internal combustion engine, and consequently it might be considered the most important to the motorist of any of the petroleum products. Gasoline, however, is too hot-headed and quick-tempered to be trusted alone in a gasoline engine without the conciliatory effects of the proper amount and quality of brother lubricating oil. In its effort to push down the piston in each cylinder, gasoline creates tremendous heat, while the pressures on the bearings can be measured in thousands of pounds. When it is remembered that heat expands metals, and, therefore, makes the movement between tightly-fitting parts more difficult, and that any bearing possesses a sliding motion of one curved surface within another, it will be realized that the mission of lubricating oil is vitally important, and that it should be assisted in every manner possible in its purpose of reducing friction to a minimum.

Oil is a peacemaker and serves its purpose by interjecting itself between the two warring elements of a bearing surface which would soon find themselves in the midst of a hot and disastrous argument, were it not for the good offices of this conciliatory medium. Therefore, it is an actual film of oil which is forced into the bearings or under the cylinder walls and over which adjoining bearing surfaces slide. It is because the actual film of oil must exist between the smooth surfaces of a bearing that it is found necessary for oil to be of a certain thickness or viscosity. It, therefore, becomes evident why oil, to be satisfactory for use in a gasoline engine, should be of a quality not easily broken down or thinned by the temperatures reached in the oil-circulating system of the average automobile power plant.

Although oil is conciliatory and soothing by nature, it must be kept within its proper well-defined bounds if it is to serve its purpose. This precaution extends beyond the mere waste of oil that would follow a leak through the reservoir or joints in the circulating system, and applies especially to its escape into the combustion space of the cylinders. It is, of course, necessary that a sufficient amount of oil be splashed or forced onto the lower portion of the piston and cylinder walls in order to absorb the friction developed by the constant sliding which takes place during the ascent and descent of each piston. If the piston rings are not a perfect fit, however, a small portion of the oil will remain on the cylinder walls and will be sucked into the combustion chamber where it will form smoke at the exhaust, obnoxious to the pedestrian and drivers of other cars, and where the unburned portion may produce a gummy substance which will eventually harden, in company with road dust sucked in through the engine, into that black plague of all motorists, carbon.

There are many systems in use for retaining the oil in its own sphere and causing it to take the proper channels in its travel to the different bearings and surfaces which require its good offices. The system most generally employed on the modern automobile consists of a reservoir in the bottom of the crank case from which the oil is forced, by means of a pump, through various pipes feeding the main bearings, the timing gears, cam-shafts and the like. This oil is eventually discharged into troughs of the proper depth placed under each connecting rod bearing. As the crank to which each con-

(Continued on page 820)

LET THE AMERICAS JOIN HANDS

(Continued from page 808)

I do know that the German Government through the German resident agents of its various subsidized steamship lines in Latin-America undertook the work that I had been asked to do and that the ensuing results were highly satisfactory to those in power. No better medium for accomplishing this purpose could be found, for these big steamship lines, where they have not their own impressive offices, are represented in every commercial center by the most substantial German merchant there.

As a direct result of these conflicting conditions, the Latin-American experiences difficulty in deciding whether to join the northern portion of the American continent in an open and determined anti-German movement or to remain neutral.

To counteract these well-defined and masterly developed pro-German sympathies, neither the European Allies nor the United States have made a single move of any importance, or of international significance. It would seem that the psychological moment had arrived for an inter-Ally demonstration, to be led by this country, because of our close proximity and similar form of government to the Latin republics.

It is true that Cuba, Bolivia, Panama, Brazil, Guatemala and Costa Rica have openly announced their sentiments in our favor, but the majority of the Latin-American nations have not done so, and this despite the fact that we have gone into this fight for the principles of democracy. From every member of the Latin-American family of nations should come a frank declaration supporting the United States and the Allies in their war against autocracy.

In order to bring about such a condition and to resolve any doubts which may lurk in Latin-American minds regarding this world protest for the equal rights of mankind, commissions should be sent to the republics to the south of us, to explain our attitude and show why their active cooperation is vital. These governmental commissions should be provided with means to render practical and financial aid, if necessary to the nations requiring assistance, and for this purpose should have capital at their command. The financing of future developments of South and Central America must come from the United States for years, for no European country, after peace has been declared, will have money to spare for outside ventures. As a business proposition this should commend itself, for trade and credit are inseparable.

Owing to the distances separating these lands from our shores as well as their diversified and distinct commercial interests, time would be saved and trade ties strengthened by sending separate commissions to groups of countries. The dominating idea of each commission should be the explanation to the Latin-Americans of our reasons for entering this war and why we and the other Allies desire a hearty alignment of the Latin republics against Germany.

It would be wise, therefore, to send one commission to Brazil, with authority to visit every large city in that wonderful republic. Another should be despatched to the Argentine, Uruguay and Paraguay, the cereal and cattle producing countries. A third to Chile, Bolivia and Peru, whose interests are chiefly mining. A fourth to Venezuela, Colombia and Ecuador, whose inhabitants raise coffee and cocoa. A fifth to Central America and Panama, whose industries are similar. The attitude of Cuba being so unconditionally favorable to the United States, as is that of Hayti and Santo Domingo, it would be unnecessary to visit these. The unsettled state of Mexico and the instability of its government would not warrant the sending of a commission.

Each commission should be composed of men familiar with the countries to which they are to be sent, and above all, the members should have an intimate knowledge of the language of the residents in the countries visited. Men unacquainted with Latin-American temperaments should not be selected. Politicians under no conditions should be considered for the positions. Men of broad vision and high ideals are needed. Business men should be selected if possible. This country abounds in persons fulfilling these requirements.

I am certain that each delegation would be welcomed and that its visits would result in much practical good not only for the common cause for which we are to-day engaged in war but also for future generations.

BROWN & DAWSON

CLEANING COFFEE IN BRAZIL

This picture shows the manner in which coffee is washed. Germany, France, Italy, Belgium and England formerly purchased much of Brazil's coffee, but, under present trade alignment, the United States could become the coffee market of the world with all Europe as our customer.

ANSWERS TO INQUIRIES

Readers of Leslie's interested in export trade of any description are invited to ask advice or help from Dr. Aughinbaugh, who will answer all inquiries promptly by mail. This service is entirely free.

Better Tires—Better Sold

From the very beginning of the motor truck industry Goodyear has led in the introduction of new and better types of tires—enabling manufacturers to build machines more and more efficient.

First came the hard-rubber-base tire, strikingly better than any former tire, yet but a crude promise of Goodyear's present product.

Then came the first demountable, then the pressed-on type—greatest single advance in the making of tires for trucks.

Finally came a perfected demountable tire, called the Goodyear Hand-Attachable, and the Goodyear S-V Pressed-On Tire—twin brothers and famous for their marvelous mileages, sometimes exceeding 40,000 in city use. Then the Goodyear Motz Cushion Tire, used everywhere for light, fast delivery service.

Thus Goodyear has now a perfected tire for every type of truck and service. If new uses develop Goodyear will be ready with tires to meet them.

But the making of an article is only half the battle. Selling it, today, counts equally.

So Goodyear has not stopped with improving the quality of tires but has improved the *distribution* of them, establishing more and more Goodyear Truck Tire Service Station Dealers until now hundreds of these dot the country and offer convenient, prompt, efficient service to every truck owner in the land. Only Goodyear does this.

So Goodyear Truck Tires, better, are also better sold.

The Goodyear Tire & Rubber Co.
Akron, Ohio

GOODYEAR
AKRON

IVER JOHNSON

Safety Automatic **REVOLVER**

Have you a *friendly* Iver Johnson?

You owe it to your family to have a *safe* revolver in your house—just for the feeling of security it gives.

It isn't a question of bravery. It is something you should do for your everyday mental comfort.

You can "Hammer the Hammer"—it *cannot* go off unless the trigger is *pulled*.

Hammer model with regular grip $6.75. Hammerless model $7.50. Both models also made with "Perfect" Rubber and "Western" Walnut grips.

Three Books FREE

Indicate which books you want: "A"—Arms; "B"—Bicycles; "C"—Motorcycles.

Iver Johnson's Arms & Cycle Works
293 River Street - Fitchburg, Mass.
99 Chambers St., New York
717 Market St., San Francisco

Henry Ford's Money-Making Secrets Revealed

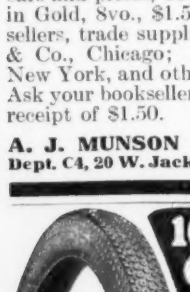
"Story of the Automobile"

By H. L. BARBER
Economist and Financial Writer
Author "Making Money Make Money," etc.

Amazing Facts No other book like it in print—"Few things show better than the Automobile Industry, the chances for profitable investment in a short time, in articles which supply the needs or pleasures of the masses." Contains a chapter by EDWARD G. WESTLAKE, foremost Automobile Editor, another by the BUSINESS BOURSE of New York—interesting from start to finish.

You Need This Book 250 pages, illustrated with Charts and Comparative Tables, lists all makes of cars and prices, bound in Cloth, stamped in Gold, 8vo., $1.50 at all leading booksellers, trade supplied by A. C. McClurg & Co., Chicago; Baker & Taylor Co., New York, and other leading wholesalers. Ask your bookseller or mailed direct upon receipt of $1.50.

A. J. MUNSON & CO., Publishers
Dept. C4, 20 W. Jackson Blvd., Chicago, Ill.



10,000 Miles Guarantee on Brictson Tires

A specific 10,000 mile written guarantee for every Brictson Tire user. Tire economy and protection against punctures, blowouts and rim cuts. Brictson Tires are rut, oil and gasoline proof and wonderfully resilient and easy riding.

TRY BRICTSON TIRES AT OUR EXPENSE

Find out at our risk the wonderful service qualities of Brictson Pneumatic Tires. Don't pay unless satisfied. Write today for details of Free Trial Plan and descriptive book.

THE BRICTSON MFG. CO.
79-67 Brictson Bldg. Brookings, S.D.

JUDGE HAS THE LARGEST CIRCULATION OF ANY HUMOROUS PERIODICAL

MOTOR DEPARTMENT

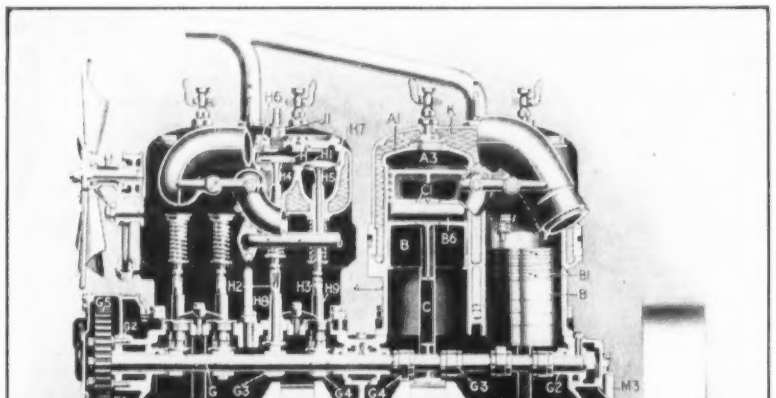
(Continued from page 818)

necting rod bearing is attached revolves, the lower portion of the bearings splash or scoop into the oil in the reservoir and throw fine portions of the lubricant onto the piston walls; at the same time a sufficient amount of oil is collected for the lubrication of the bearing itself. It is this oil so splashed which determines the amount able to pass by the piston rings, and in the case of engines suffering from a decided oversupply of oil to the cylinders, satisfactory results have been obtained by grinding down the sides of these troughs, so that the lubricant is retained at a depth somewhat less than was the case previously. Some of the most highly-developed systems employ a separate set of force feed pipes leading to the pistons.

Notwithstanding the fact that gasoline and lubricating oil are constantly warring with each other, they, nevertheless, belong to the same family, and their reunion, if they chance to meet in the crank case, is a joyous one for the petroleum family but not for the motorist. It is this enthusiastic reunion which makes necessary the complete change of oil in the reservoir and circulating system every eight hundred or one thousand miles, instead of the fifteen hundred or two thousand miles recommended a few years ago by the majority of automobile manufacturers.

No motorist today need be told that the gasoline which he now buys as fuel is less easily vaporized than that obtainable a few years ago, for he has daily evidence of this in the increased difficulties of starting. This low-grade gasoline, as has been explained in a previous article, is not thoroughly vaporized in the carburetor, and reaches the cylinder walls in the form of a fine spray. Such spray collects in the form of globular drops on the cylinder walls and gradually seeps down below the piston rings until it eventually reaches the crank case. While but a few drops may reach the crank case in this manner, each time the engine is started, a sufficient number have accumulated at the end of five hundred or a thousand miles of running to dilute the lubricant considerably. The affinity which gasoline feels for its brother hydro-carbon serves to reduce the lubricating value of the oil and to make the film of oil which should be retained between the bearing surfaces more easily broken down from heat or pressure. As soon as this film is broken down, actual friction between bearing surfaces results and this causes a rapid wear of the bearing materials.

In addition to the gasoline which is collected with the lubricant in the crank case, the gradual decreased efficiency of the lubricating property of the oil increases the amount of fine "bearing dust" which is ground off in minute quantities from the bearing surfaces. Added to this are carbon particles, which, although ordinarily formed in the combustion chamber, are forced down through leaky piston rings into the reservoir holding the lubricant. Thus it will be seen that every condition of present-day motor car operation points to the necessity for the frequent renewal of the oil supply in the crank case. This may be done by first draining out the old oil and then filling the crank case with kerosene. The engine should be operated by the starter for a few turns to circulate the kerosene thoroughly around all of the bearings, and the resulting mixture should then be drained out. A fresh supply of oil of the proper quality and consistency will give results in the engine almost equal to those secured from valve grinding or carbon removal.

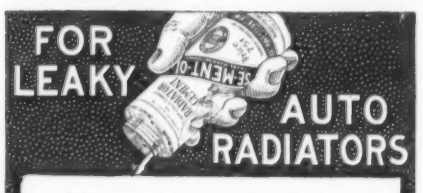


WHERE OIL IS NEEDED

The numerous bearings of a motor are here indicated to give some idea of the importance of the proper supply and quantity of oil to the moving parts.

A custom popular with many owners of small motor boats is not available to the automobilist. The custom in question consists in mixing a small amount of lubricating oil (generally a pint) with each five gallons of fuel used in a two-cycle marine engine. This is a simple method of lubrication and serves the purpose well in the two-cycle type of engine in which the previously lubricated charge is first sucked into the crank case. It is unavailable for use in the automobile type of engine, however, for the reason that in such a machine the charge is sucked directly into the cylinders without first passing through the crank case, and consequently the connecting rod bearings, timing gears, cam-shafts and the like would suffer from a lack of lubricant. The first indication of a lack of oil in an engine is an undue amount of heat, which may assert itself by sudden rising of the radiator thermometer or through a pronounced knock as the piston begins to stick in its cylinder. Prompt stopping of the engine before actual seizure of the bearing or piston takes place will save an expensive break of a part difficult to replace. If the difficulty has been caused through a lack of oil in the reservoir, kerosene or alcohol should be applied in generous quantities to the cylinders, and the engine turned over slowly by hand until it is absolutely free. A small amount of cylinder oil should then be worked down between the rings to insure a sufficient initial supply when the engine is started under its own power. If these precautions are not taken, and the engine is allowed to continue to run "dry," a badly scored cylinder, piston or set of rings will result, which will

(Continued on page 822)



You can stop all leaking with one application of

SE-MENT-OL

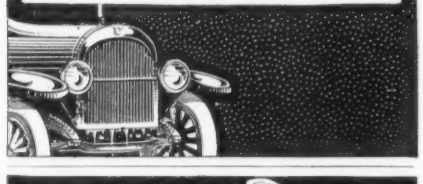
The original self-acting Radiator Cement

A dry powder, you pour it into the radiator. It dissolves. In passing thru the leak the cool air congeals it into a permanent repair. Drain and refill. Your radiator is then like new. Time, ten minutes.

"Finds the leak and fixes it"

All dealers, 75c

THE NORTHWESTERN CHEMICAL CO.
Marietta, Ohio



The Brush that places a body guard on your car is the

WHITING-ADAMS BRUSH

Whether made of bristles, badger hair, camel hair, fitch hair, sable hair, or ox hair, the working and wearing features and quality are highest grade in every respect.

USING

WHITING-ADAMS BRUSHES

on an Automobile insures a lasting mirror-like finish which will stand permanently. Applying Color or Varnish with them, avoids scaling and other unsightly defects in finish.

Send for Illustrated Literature

John L. Whiting-J. J. Adams Co.
BOSTON, U. S. A.
Brush Manufacturers for Over 100 Years

Whiting-Adams Brushes Awarded Gold Medal and Blue Ribbon, the highest award at Panama-Pacific Exposition, 1915

Motorists!!

Show Your Colors

Every motorist should have his car decorated with the national emblem, but the ordinary bunting flags speedily become lost or weatherworn.

It spins! It wins!

The National Revolving Metal Flag

$1 Post Paid

is a true representation of the Stars and Stripes in their glorious red, white and blue. Made of toughened metal lithographed with weather-proof enamel colors that will keep bright through good and bad weather.

7 in. wide—4½ in. high

Adjusted in a few minutes to any radiator cap, even those with thermometer. Hung on swivel post so that it revolves with the breeze or the movement of the car. Beautiful and permanent, an ornament to any car, and one that will cause a thrill of pride to the beholder.

If Your Dealer Can't Supply You Send One Dollar Today

National Can Co., 2572 East Grand Blvd., Detroit, Mich.

Dealers Write for Prices on quantity shipments. Every motorist wants one

BECOME AN EXPERT

ACCOUNTANT

Executive Accountants command big salaries. Thousands of firms need them. Only 2,000 Certified Public Accountants in U. S. Many are earning $3,000 to $10,000 a year. We train you thoroly by mail in spare time for C. P. A. Examinations or executive accounting positions. Knowledge of Bookkeeping unnecessary to begin—we prepare you from ground up. Course personally supervised by Wm. A. Chase, LL. M., C. P. A. (Ex-Secretary Illinois State Board of Examiners in Accountancy), and large staff of C. P. A's. Low tuition fee—easy terms. Write now for free book of Accountancy facts.

La Salle Extension University, Dept. 651-H.C., Chicago
"The World's Greatest Extension University"

Special Opportunities

PATENT ATTORNEYS

Patents Secured or Fee Returned. ACTUAL search and report free. Send sketch or model. 1917 Edition. 90-page patent book free. My sales service gets full value for my clients. Trade-marks registered. Prompt service. Personal service. George P. Kimmel, 217 Barrister Bldg., Washington, D. C.

High-Value Patents—The Only Kind Wanted and BOUGHT by Manufacturers. Send 8c postage for new book of Extraordinary Interest to Inventors. R. S. & A. B. Lacey, 56 Barrister Bldg., Washington, D. C.

Wanted Ideas—Write for List of In-ventions wanted by manufacturers and prizes offered for inventions and list of Patent Buyers. Our four books sent free upon request. Victor J. Evans & Co., Patent Attys., 813 Ninth, Washington, D. C.

Ideas Wanted — Manufacturers Are writing for patents procured through me. Four books with list of hundreds of inventions wanted sent free. I help you market your invention. Advice Free. R. B. Owen., 14 Owen Bldg., Washington, D. C.

Wanted an Idea! Think of Some simple thing to patent. Protect your ideas, they may bring you wealth. Write for "Needed Inventions," Randolph & Co., Dept. 789, Washington, D. C.

HELP WANTED

Man or Woman, to Travel for Old-established firm. No canvassing, $1170 first year payable weekly, pursuant to contract; expenses advanced. G. A. Nichols, Phila, Pa., Pepper Bldg.

Government Positions Pay Big Money. Get prepared for "exams" by former U. S. Civil Service Secretary-Examiner. Write to-day for free booklet 99. Arthur R. Patterson, Rochester, N. Y.

Wanted—Thousands men, women, 18 or over, for Government Jobs. War means vacancies. $100 month. Life appointment. Write for list. Franklin Institute, Dept. D-131, Rochester, N. Y.

FARM LANDS

Farming is Pleasant and Profitable in Va. and N. C. Good land $15 acre up, easy payments. Climate, schools, churches, roads and neighbors that make life worth living. Close to markets—Fruit, Dairy and Stock Farms pay big here. Farm lists, magazine and interesting literature Free. Address F. H. LaBaume, Agrl. Agt., N. & W. Ry., 244 N. & W. Bldg., Roanoke, Va.

SHORT STORIES

Many Rejected Stories Need Only expert revision to succeed. This I can give. Recently editor for leading magazine. References: Jack London, Winston Churchill, etc. Address: Alexander Jessup, 500 Fifth Ave., New York City.

BOOKS

The "Letters of a Self-Made Failure" ran serially for ten weeks in Leslie's and were quoted by more than 200 publications. If you sit in "the driver's seat" or merely plod along beside the wagon, whether you are a success or think yourself a failure, you will find this book full of hope, help and the right kind of inspiration.

If you believe that it is more important to know why ten thousand fail rather than why one man succeeds, read this book. The Letters are written in epigrammatic style with a touch of irresistible humor, and they impart a system of quaint philosophy that will appeal to everyone regardless of age, sex or station. Price $1.00. Leslie-Judge Co., 225 Fifth Avenue, New York City.

How to Sell Goods in South America is clearly told by a sales manager of 25 years' experience. W. E. Aughinbaugh, in "Selling Latin America." Read about how to influence sales, bill, collect, etc., in this $2,870,000,000 market. Sent postpaid for $2. Circular of information free. Small, Maynard & Co., 16 Beacon St., Boston, Mass.

Be an Artist. Make Money Drawing comic pictures. Let the world's famous cartoonist, Eugene Zimmerman, spill a few ideas into your head. Get the Zim Book—it's chuck full of valuable suggestions. Price $1.00 postpaid. Bound in 3-4 Morocco. Satisfaction guaranteed. Money back if book returned in ten days. Address Zim Book, Desk 6-28, Brunswick Building, New York.

Regarding Subscription and Editorial Matters

SUBSCRIPTION OFFICES: Main office—Brunswick Building, 225 Fifth Avenue, NEW YORK. European agent: Wm. Dawson & Sons, Ltd., Cannon House, Breams' Bldg., London, E. C., England. Annual cash subscription price, $5.00. Single copies of present year and 1916, 10 cents each; of 1915, 20 cents each; 1914, 30 cents each; etc.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

CHANGE IN ADDRESS: Subscriber's old address as well as the new must be sent in with request for the change. Also give the numbers appearing on the right hand side of the address on the wrapper.

It takes from ten days to two weeks to make a change.

EDITORIAL OFFICES: Main office—225 Fifth Avenue, New York. Washington representative—28 Post Building, Washington, D. C.

To Contributors: LESLIE'S will be glad to consider photos submitted by any amateur or professional.

Contributors are requested to state—1. Whether such photographs have been previously published. 2. Whether they have been sent to any other paper. 3. Whether or not they are copyrighted.

Copyright, 1917, by Leslie-Judge Company.

Printed by the Schweinler Press. Entered at the Post-office at New York as Second-class Mail Matter. Entered as Second-class Matter at Post-office Dept., Canada. Published weekly by Leslie-Judge Company, 225 Fifth Ave., New York. John A. Sleicher, President. Reuben P. Sleicher, Secretary. A. E. Rollauer, Treasurer.

Address all Correspondence to

Leslie's

225 Fifth Avenue, New York, N. Y.

THE SPOTLIGHT ON BASEBALL

(Continued from page 812)

team of pennant winners. But Robbie, like Moran, failed to keep his kingly bonnet bright, for the Boston Americans experienced but trifling difficulty in defeating his followers in the post-season classic.

Now McGraw, who in the past did some surprising things with his Giants, and Fred Mitchell, once Stallings's right bower, but now leader of the Cubs, are making strenuous efforts to capture the "miracle man" crown. Either or neither may win it, though they are likely candidates, but if so, will the new possessor of the trophy be able to retain it for a sufficient length of time to make the fans believe that he won it through sheer merit rather than by a tricky cast of the baseball dice by Mistress Chance?

Current figures would indicate that Ty Cobb will again top the batters of the American League this season. Now we know why he refused to go through his spring training. Wanted to give his rivals a chance.

TO THE PLAYER VOLUNTEER

Hero of many a hard-fought game,
Master of twirling, you moved 'em down;
Your arm was right and you proved your might
And won the plaudits which meant renown.
Your eye was true and your muscles taut—
Full confidence each move bespoke—
And when you swung you met the ball
With a world of power behind your stroke.

But now you've chosen to put aside
Your bat and ball to shoulder your gun,
You've taken your place 'neath the Stars and Stripes
To play your part till the fight is won.
A greater contest, a nobler one
Is this in which you will do your bit,
You're true blue, boy, you've nerve and pluck,
Shoot straight and true, we'll need each hit.

THE MELTING POT

NEW YORK has opened its first horse meat market.

A New York burglar boarded a vessel at the wharf and stole a monkey valued at $1,000.

The death-rate among American miners from accidents last year was the lowest in 18 years. "Safety first!"

A $150,000 monument to Jefferson Davis will be erected shortly, at Fairview, Ky., his birthplace. It will be 350 feet high.

Dr. Stephen Smith, dean of New York surgeons, is still busy at the age of 94, and says work is the best recipe for longevity.

Over $300,000,000 was paid in New York during 1916 for ice-cream, which was over twice as much as the 5 and 10 cent stores took in.

Mesopotamia, which in olden times was the most densely populated part of the world, is at present the most sparsely peopled part of the Turkish empire.

A Kansas ranchman recently entertained 2500 neighbors in a new $10,000 residence erected on the site of the log cabin built by his father forty-five years ago.

The President of the Utah Agricultural College says agricultural colleges teach too much about chemistry and not enough about child rearing and mothercraft.

Applications for a volume of insurance totaling nearly $900,000 are declined every day by the life companies of the United States because of the unfitness of the applicants.

In 10 years the New York subway has carried nearly three billion passengers, or twice the population of the world and only one passenger has been killed in a train accident.

A Brooklyn, N. Y., man because he was penalized for being in arrears with his water tax, went home and turned two faucets on and left them running day and night "to get even" with the city.

A society leader and dog fancier in Burlingame, Cal., has offered her mansion for sale at an especially low price to any Chinese or negro because of a law against dogs.

Let the people rule!

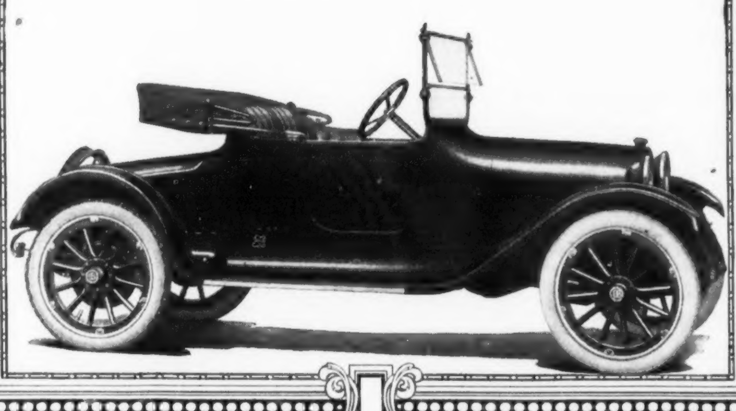
DODGE BROTHERS ROADSTER

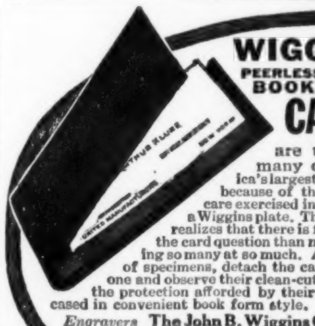
A man's car in its sturdiness and swift response—a woman's car in its grace of line and design

In short, an ideal car for two. Lounging room for both; and luggage room for both. Beautiful finish and steady, consistent performance—no matter what you ask it to do or where you ask it to go.

Roadster or Touring Car, $835. In Canada, $1185.
Coupe or Sedan, $1265. In Canada, $1800.
All prices f. o. b. Detroit.

DODGE BROTHERS, DETROIT





WIGGINS PEERLESS PATENT BOOK FORM CARDS are used by many of America's largest card users because of the skill and care exercised in engraving a Wiggins plate. This clientele realizes that there is far more to the card question than merely buying so many at so much. Ask for tab of specimens, detach the cards one by one and observe their clean-cut edges and the protection afforded by their being encased in convenient book form style.

Engravers **The John B. Wiggins Company**
Plate Makers Established 1857
Die Embossers 1104 So. Wabash Ave., CHICAGO

The Western Front at a Glance

Just off the press, this new war map is designed to satisfy those who desire a complete, large-scale map of the Western Front; scale 10 miles to one inch; size 28 x 36 inches; the most detailed map made.

Shows forests, fortifications, altitudes, air-craft depots, wireless stations, etc.

It contains upwards of 5,000 place names which can be readily located by means of the complete index which accompanies the map.

Paper, $1.00 Money refunded if dissatisfied **Cloth, $2.00**

C. S. HAMMOND & CO.
30 Church Street (Hudson Terminal), New York

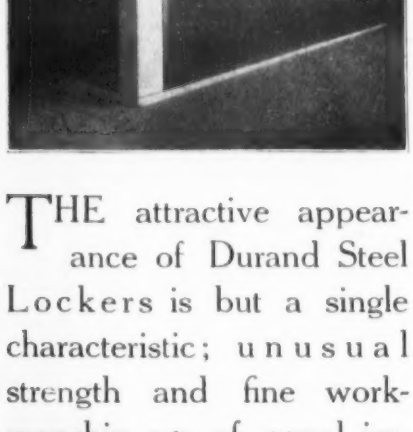
"War Babies"

THIS amusing picture, in full colors, 9 x 12, mounted on a heavy mat, ready for the frame, will be sent postpaid for twenty-five cents.

Judge Art Print Department

225 Fifth Avenue New York City

DURAND Steel Lockers



THE attractive appearance of Durand Steel Lockers is but a single characteristic; unusual strength and fine workmanship are of equal importance to you.

Durand Steel Lockers are fireproof, sanitary, convenient, economical and practically indestructible.

Write today for catalogue.

We are also manufacturers of steel shelving, steel bins and general steel factory equipment.

DURAND STEEL LOCKER CO.

1570 Ft. Dearborn Bk. Bldg. Chicago — 970 Vanderbilt Bldg New York

MEN WHO ARE MAKING AMERICA

(Continued from page 817)

His attitude towards human beings under his charge is well illustrated by the following passage from another of the inescapable Congressional quizzes, the point at issue being an item of $52,000 for a club-house:

Chairman: "A $52,000 club-house?"

Colonel Goethals: "Yes, sir. We need a good club-house, because we should give them some amusement, and keep them out of Panama. I believe in the club-house principle."

Chairman: "That is all right, but you must contemplate a very elaborate house?"

Colonel Goethals: "Yes sir. I want to make a town there that will be a credit to the United States government."

The world intently watched Colonel Goethals cleave the continents in twain. They saw him not merely directing the engineering, constructive and other physical phases of the epochal task, but discharging the multifarious duties of civil administration. And the world pictured him as among the most heavily-burdened men on the planet.

"Load?" repeated Colonel Goethals to a recent interviewer. "There never was a load on me—it was my business to load!"

He did load, and saw to it that each man properly carried his load. By way of example: A rather pompous official with a grievance against the Colonel for having sent him certain instructions entered the office one morning and began,

"I got that letter of yours, Colonel."

"I beg your pardon, but you must be mistaken; I have written you no letter," replied the Colonel.

"Oh, yes, Colonel—about that work down at Miraflores."

"Oh, I see," replied the Colonel imperturbably. "You spoke a little inaccurately. You mean you received my orders, not a letter. You have the orders, so that matter is settled. Was there anything else you wished to talk about?" That ended the interview.

General Goethals was and is a great stickler for having orders obeyed to the letter and also to the minute. "My first text book was the calendar," he remarked in reviewing his work at Panama. "Few realize the importance of definite dates. It is amazing what men can accomplish when given definite task, specific order and time limit. A good many things an executive complains about in his men are due to his own lack of preparation and definite instructions. A task is either done or not done today. The first things I studied in building the canal were the time books."

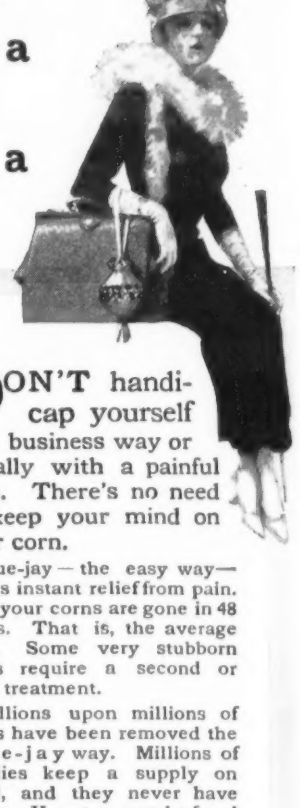
When commander-in-chief in South Africa, Lord Kitchener once sent for a railroad manager and asked him what was the shortest time in which a train could be run from Johannesburg, then Kitchener's headquarters, to a certain town farther south. The official did some figuring, then replied, "Thirty-six hours."

"Have a train ready for me at six o'clock tomorrow morning and have me there by six o'clock the following morning," commanded Kitchener, and the member of the staff who told me of the incident shortly after it occurred added, "We were there by six o'clock, you bet." Goethals is like that. He knows what it is physically possible to do within a certain time—and then orders that it be done without a tick of delay.

Not many erring mortals could have been granted the regal powers of a Czar, entrusted with the performance of a colossal, many-sided task, obliged to deal with some four-score nationalities and emerge from the ordeal successfully, without having engendered revolutionary sentiments, without having incurred a breath of scandal, without any warpment of character. A man of smaller calibre would have abused his powers, would have misused his prerogatives, would have developed into an insufferable and intolerable autocrat. Goethals has carried immortal honors as lightly as he carried his canal building "load." He has become as little puffed up by the military and civil recognition showered upon him as he became depressed when great slices of Culebra Hill insisted on sliding into the laboriously-hewn canal, filling the passageway.

The view he takes is that he was ordered to do a certain piece of work and he did it. Divided control and scattered responsibility having proved unsatisfactory to the Government, it was deemed necessary to concentrate authority. "And in principle," he says, "there is no difference in delegating legislative authority to fifty or one hundred men or to one man; the proposition is the same."

Don't Take a Trip With a Corn



DON'T handicap yourself in a business way or socially with a painful corn. There's no need to keep your mind on your corn.

Blue-jay — the easy way—brings instant relief from pain. And your corns are gone in 48 hours. That is, the average corn. Some very stubborn cases require a second or third treatment.

Millions upon millions of corns have been removed the Blue-jay way. Millions of families keep a supply on hand, and they never have corns. You, too, can be freed now and forever.

Paring corns brings only temporary relief. And harsh liquids are dangerous. Blue-jay is the scientific way.

BAUER & BLACK
Chicago and New York
Makers of Surgical Dressings, etc.

Sold by All Druggists
Also Blue-jay Bunion Plasters

Blue=jay
Stops Pain—Ends Corns
Instantly Quickly

MOTOR DEPARTMENT

(Continued from page 820)

make necessary the reboring of one or more cylinders and the installation of new piston rings.

Because of the damage resulting from any failure of the lubricating system, the motorist should train himself to observe the oil supply feed, the plunger "tell tale," or the pressure gauge, almost as religiously as he watches his speedometer needle in a section notorious for its speed traps. The first hint of oil pressure below the normal or any other indications of inadequate oil supply should be examined without delay.

As different families of the human race possess certain characteristics, so may the petroleum family present different phases due to environment or training. This means that a great variety of oils are to be found on the market, and that an oil well adapted for one engine may be totally unsuited for use in another automobile. Engineers connected with the automobile companies and leading oil refineries are constantly experimenting with a view to determining the proper grade of consistency of oil adapted for each automobile engine. It is distinctly a matter of the duty that a man owes his motor, as a delicate machine, to profit by these researches, for private experiments in the realm of engine lubrication are costly.

QUESTIONS OF GENERAL INTEREST

WATER IN CYLINDERS

K. L. P.: "My garage man tells me that accumulated carbon in cylinders can be removed by introducing water, either through one of the devices on the market furnished for the purpose, or through the air inlet of the carburetor itself. I am afraid to try this, however, for fear that the cold water striking the heated cylinder walls will cause the latter to crack. Just how much danger is there of this?"

There is no danger from this source whatsoever. Water may be introduced in the manner suggested, and as this is turned into steam as soon as it enters the cylinders and the explosion occurs, it can in nowise affect the cylinder walls. Of course, if the whole engine were suddenly plunged into cold water after being very hot, disastrous results might occur, but the amount of water reaching the cylinders in the manner described is so small in proportion to the amount of heat generated in each cylinder, that the reduction in temperature is negligible. In fact, the engine would be stalled through the choking of the explosion in each cylinder before damage could be done by the water.

"BUCKING" ON LOW SPEEDS

F. C. T.: "I note that when I try to climb a steep hill on high gear, the engine misses and 'bucks' occasionally when the throttle is wide open. With wide open throttle on the level, however, the engine runs as smoothly, as could be desired."

When you climb a steep hill at low speed on high gear, your compression is the highest and engine speed the lowest of any driving conditions. A wide spark gap, a leaky valve, or leaks around the intake manifold, would cause the difficulty which you have mentioned, for every fault of ignition and valve conditions has time to assert itself at this low speed.

ON CREDIT DIAMONDS WATCHES

Send for Free Catalog

There are over 2000 illustrations of Diamonds, Watches, Jewelry, etc. Whatever you select will be sent all shipping charges prepaid. **You see and examine the article right in your own hands.** If satisfied, pay one-fifth of purchase price and keep it, balance divided into eight equal amounts, payable monthly. Our Catalog shows all the new watches—15, 17, 19, 21, 23 Jewels, adjusted. Guaranteed by the factory and further guaranteed by us. Watches that will **pass railroad inspection** as low as $2.50 a month. Send for Catalog.

Loftis Solitaire Diamond Cluster Rings

14 Karat solid gold Diamonds set in Platinum

The Loftis 7-Diamond Cluster was designed especially for those who desire a large showy ring for the least money, as it has the exact appearance of a Solitaire that would cost three or four times as much.

LOFTIS BROS & CO. 1858 — National Credit Jewelers, Dept. A 875 108 N. State St. CHICAGO, ILL. — Stores in Leading Cities

PIGEONS PAY

Better than chickens. Young pigeons (squabs) bring 40c to 60c each when 3 to 4 weeks old. Big demand in city markets. Each pair of pigeons easily clear $4 year. Always penned up. Free book explains all. MAJESTIC SQUAB CO., Dept. 109 Adel, Iowa. FREE BOOK

The Proper Private School

for your children is perhaps the most important choice you have to make. You need the best guide in existence and that undoubtedly you will find every month in the

Educational Directory *of* Harper's Magazine

for it is in Harper's Magazine that you find the announcements of more private and preparatory schools and colleges than in any other publication—the widest, the best, and the most dependable selection.

Would you not like to have your own child go to school with children whose parents read Harper's Magazine?

FILM FUN

10c a copy — *For sale on all newsstands* — $1.00 a year

Leslie-Judge Company, 225 Fifth Ave., New York City

WAR AIMS AND PEACE PROSPECTS

BY CHARLTON BATES STRAYER

IN a Flag Day speech abounding with ringing phrases, President Wilson declared that "the extraordinary insults and aggression of the Imperial German Government left us no self-respecting choice but to take up arms in defense of our rights as a free people." The President reviewed Germany's intrigues against the United States, the attempt to deny our citizens the use of the high seas, and her ambition to gain military and political control over a vast territory extending from Hamburg to the Persian Gulf, a consolidation of power that would menace the security of every nation of the world. With Austria, Rumania and Turkey at her mercy, Germany has already realized her plans in large measure, and this explains her eagerness the past year to bring the war to an end. The President pictured the German people along with the rest of the world in the grip of Germany's military caste.

President Wilson's note to Russia was a better exposition of the Allies' war aims than the Allies themselves have given to date. M. Jules Cambon, General Secretary of the Foreign Office, says that it "gives concrete form to what was in the minds of the French," and prepares the way for America as "superior arbitrator" in the settlement of the war. The British press is unanimous in its approval, the London *Telegraph* saying, "The Allies will all countersign the President's declaration of their aims," and the Manchester *Guardian* affirming that "if it is read and understood in Russia it will settle the future not only of Russian liberty but of the world's."

President Wilson pointed out to Russia the danger of the German plea that the war end in the restoration of the status quo ante, showing that it was this out of which the present war issued, and that the status must be so changed as to prevent similar wars. In defining the rule under which these "effective readjustments" must be made, the note stated that "no people must be forced under sovereignty under which it does not wish to live." This happy phrasing of the "no annexation" idea appealed to the Russian populace, and was hailed by the Allies as an admirable statement of their contention that the return of territory illegally taken in the past does not have the character of annexation but is restitution pure and simple. The *Novoe Vremya* says the note meets "the artfulness with which Germany has sought to ensnare Russian public opinon," and that a copy of it must be given every soldier, workman and peasant. The Wilson message has angered the German press, which styles the American President a "Don Quixote," "a fanatic," and "the most powerful autocrat in the world, far more so than the German Kaiser, whom he wishes to depose."

The Russian attitude toward the war grows more favorable for the Allies. The Congress of Peasants in session at Petrograd adopted strong resolutions calling on the army to submit to discipline and to defend revolutionary Russia. Fraternizing on the Eastern front has ceased. Austrian envoys, including two generals, who entered the Russian lines to urge a separate peace were put under arrest and sent to Petrograd. The government and the army are in favor of continuing the war with vigor, but both are being hampered by the selfishness and indifference of the workmen. As matters now stand Russia is still too disorganized to take an offensive against the Central Powers, but is probably strong enough to prevent further invasion of her own territory. If the Socialist victory in the local Petrograd elections is indicative of new Russia as a whole, it may presage the appearance of the first Socialist state.

When the Czar was forced to abdicate it was generally understood that Constantine's turn would come next. Now that Constantine has been forced to step down in favor of Alexander, his pro-Entente son, how long will it be until the irresistible democratic movement which swept Nicholas and Constantine from their thrones will strike William? The Russian revolution put all of Europe in the mood of democracy, and gave support to President Wilson's definition of the war as a conflict between autocracy and democracy.

If suspicion of Japan's sinister motives prevails in the United States, it is due to Japan itself. Suspicion creates suspicion, and distrust, distrust. The eagerness with which Japan, on the slightest pretext, parades with a chip on its shoulder, as if challenging Uncle Sam, is responsible for the widespread feeling in this country regarding the sincerity of its professed friendly feeling for the United States. The A erican Government sent a note to China expressing "regret over the dissensions which were tearing that country apart." It was at once cabled back to us that Japan resented the alleged failure of the United States to consult it before presenting its note, and the Tokio *Times* semi-officially used this forceful language: "The Foreign Office officials must obtain from the United States an assurance that it will not repeat its action in interfering with the domestic affairs in China, completely ignoring the existence and position of Japan." It added that negotiations over the matter had already begun with the United States and that it was a matter of "great gravity," as it concerned the future of the Empire.

Going still farther, the Tokio paper warned America that, "In order to prevent future misunderstandings, Japan would seek America's recognition of Japan's special position in China." Other newspapers of Tokio resented the American note as "a glaring interference with Japan." They warned the Japanese government that it was probably "an epoch-making precursor of further activities." If these are the words of friendship and if they indicate a desire to maintain friendly relations, then the cable must have curiously garbled them.

That Germany is still playing her hand in Mexico is seen in the new and practically prohibitive tax placed on oil designed to cut off exportation to the Allied fleets. With revolutionary Russia opening an inviting opportunity to Japan for expansion, the alliance that Germany suggested in the Zimmerman note might appeal strongly to the increasing desire for territorial expansion which seems to possess Japan. It may be that we are preparing our military and naval establishment on an enormous scale not a day too soon. We can not forget Japan's sudden onslaught on Russia when the latter was unprepared. Japan's challenging words to us at this time recalls the calm which preceded the Russian storm. It is strange if the United States cannot express regret to China over the serious dissensions in that country, with the hope that it may speedily settle its internal problems, without being called to account by Japan. Let us hope that the Japanese Commission which is arranging to visit the United States on a mission of friendship will get at the true sentiment of the American people. If it does, it should address its first efforts on its return to the muzzling of its excitable press.

THE CROSS OF RED

Over the dying, over the dead
Silently bending; her Cross of Red
No longer a shield from shot and shell,
No longer a truce from ruthless hell;
But wavers she never when sounds the cry
From the field where our heroes bravely die.

Forward she goes with untiring tread,
Gently she tends them till life has fled
From the mangled forms of soldiers brave
Dying for freedom they hoped to save:
Tenderly folding their hands at rest
She stills the sobs in her aching breast.

Onward, still onward, in fields of blood,
The Red Cross Nurse midst the battle flood
Gropes her way through the wounded and slain
Soothing the victims in mortal pain,
Never a falter, though great the fear,
For God with sustaining Love, is near.

MARTHA S. GIELOW

Keep Fit–*for* Your Country

In this world crisis it is your duty, above everything else, to keep yourself in good condition. You can't serve your country in any capacity if you allow your health to run down.

The Nujol treatment will make *you* a national asset—not a liability. Take a little Nujol upon rising and retiring and it will remove waste matters and poisons (intestinal toxins) from your system, and keep your habits regular as clock work.

Nujol is not habit forming. (The longer you take it, the less you need it.) No griping, straining, upset stomach or weakening.

Nujol is absolutely pure and harmless, and is pleasant to take. Even the infant will enjoy it, and it will do as much for him as it does for his mother.

Nujol is sold in pint bottles only, bearing Nujol trade-mark, never in bulk.

Nujol is absolutely distinctive and individual. There is no other product on the market like it.

STANDARD OIL COMPANY
(New Jersey)
Bayonne New Jersey

Nujol
the Internal Cleanser

Please send me booklet on Nujol and its uses. Write your name and address plainly below. Dept. 14
Name .....
Address .....

July Investments
To Net 5½-6%

In war-time conditions, shrewd investors are turning back to the land and its earning-power for unimpeachable security. This widespread demand is met in the first mortgage bonds we offer, safeguarded under the *Straus Plan*.

Each issue is a first mortgage on a high grade building and land in New York, Chicago, Philadelphia, or some other large city. Price to net 5½-6%. Write for our booklet, "Acid Tests of Investments in War Time," and for

July Investment List No. L-703.

S.W. STRAUS & CO.
Founded 1882 Incorporated 1905
150 Broadway NEW YORK — Straus Building CHICAGO
Detroit Cincinnati Minneapolis
Kansas City San Francisco

35 years without loss to any investor.

Making Money and Keeping It

The ability to make money is a valuable asset but the ability to KEEP it is equally important.

The best way to keep your money is to invest it in a safe and profitable security such as the 6% Secured Real Estate Certificates which we offer for sale in convenient denominations and which we absolutely guarantee as to payment of both principal and interest.

Send us your name for booklet and detailed information.

SALT LAKE SECURITY & TRUST COMPANY
SALT LAKE CITY, UTAH
Capital and Surplus $400,000.00

Small Investors, whether desirous of purchasing outright or on the Partial Payment Plan, will find the service we extend as complete and comprehensive as in the case of our largest customers. Send for booklet D-4, "Odd Lot Investment."

John Muir & Co.
SPECIALISTS IN
Odd Lots
Members New York Stock Exchange
Main Office, 61 Broadway, New York
New York, N. Y. Brooklyn, N. Y. Newark, N. J.
Bridgeport, Conn. New Haven, Conn.

5½% Bonds of Our Country

Free from income tax. The same bonds the Gov't accepts as security for Postal Savings Bank Deposits. You get 4 to 5½% instead of Postal Bank's 2%.
Write for Booklet E. "Bonds of Our Country." FREE.
NEW FIRST NATIONAL BANK
Dept. 5 Columbus, Ohio

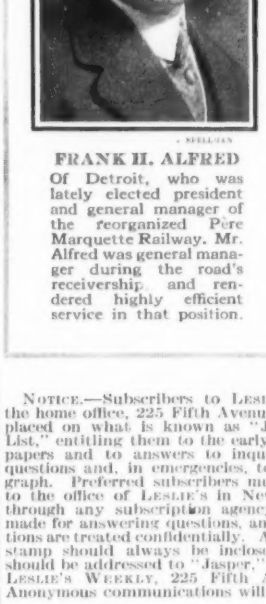
To judge correctly the value of securities, it is necessary to know the effect upon them of what is happening in the financial world.

THE BACHE REVIEW

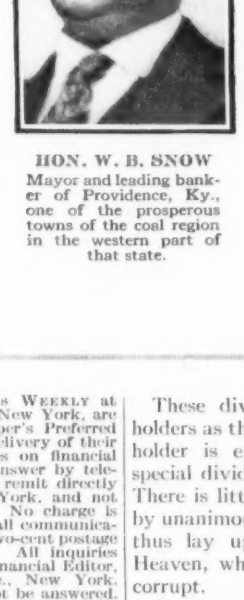
issued weekly, provides for this with clear, condensed information. *Copies on application.*
ALSO SUGGESTIONS FOR INVESTMENT
J. S. BACHE & CO.
Members New York Stock Exchange
42 Broadway, New York

WISCONSIN DAIRY FARM MORTGAGES
Write for Interesting Free Pamphlet L-25
Markham & May Co. Milwaukee

JASPER'S
HINTS TO MONEY-MAKERS



FRANK H. ALFRED
Of Detroit, who was lately elected president and general manager of the reorganized Père Marquette Railway. Mr. Alfred was general manager during the road's receivership and rendered highly efficient service in that position.



HON. W. B. SNOW
Mayor and leading banker of Providence, Ky., one of the prosperous towns of the coal region in the western part of that state.

© HARRIS & EWING
J. LEE NICHOLSON
Head of the new cost-accounting division in the Bureau of Foreign and Domestic Commerce at Washington. The division will investigate the cost of articles purchased by the government on the cost-plus-percentage plan.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York. Anonymous communications will not be answered.

LET those who constantly berate the large corporations, and the bankers and brokers of Wall Street, set down a long, straight mark to their credit. No others in this country respond more promptly than those I have mentioned to every call in behalf of suffering humanity.

It was a commendable purpose of Mr. Henry P. Davison, of J. P. Morgan & Co., the head of the Red Cross Movement, to undertake to raise the colossal sum of $100,000,000 for the work. Most men would have been appalled at such a task. Mr. Davison is accustomed to handling big things in a big way. He took hold of the job with characteristic energy. He took the newspaper men and the publishers of periodicals, the bankers, the brokers and the big business men into his confidence. Note the result.

A large number of Stock Exchange firms at once agreed to donate half of their entire commissions during Red Cross Week to the Red Cross Fund and the largest corporations promptly accepted the audacious challenge of Mr. Davison that they declare an extra Red Cross Dividend. When he assembled the heads of these magnificent industries around the table at the Metropolitan Club and in his concise, clear-cut, forcible words told the thrilling story of the awful suffering caused by the war and asked if it was not our duty to respond in the American spirit, he won every one to his cause.

His unique proposition for a special "Red Cross Dividend" received unanimous approval. The billion-dollar Steel Corporation led the procession with a Red Cross Dividend of nearly $2,500,000. Its example was followed in rapid succession by the Utah, Kennecott, Nevada Consolidated, Chino, Ray Consolidated and Butte and Superior Copper companies, and by the E. I. du Pont de Nemours, Hercules and Atlas Powder companies, the American Brake Shoe, the Atlantic Gulf & West Indies, Gulf State Steel, Pantasote Leather, Stewart Silk, Chandler Motor Car, Gaston, Williams & Wigmore, and the Torrington companies. Others are being added to this list as I write, but the total amount of Red Cross Dividends of the companies I have mentioned is over $8,000,000.

These dividends are payable to shareholders as the law requires, but every shareholder is expected to concede that this special dividend belongs to the Red Cross. There is little doubt that this will be done by unanimous consent and stockholders will thus lay up for themselves treasures in Heaven, where neither moth nor rust can corrupt.

In these troubled times, heavy investors are particularly watching corporations that are being benefited by the heavy war orders for steel and iron products, copper and other supplies. Very soon, aircrafts, motor trucks, automobiles and their accessories will feel the stimulation of this business pressure, and if the railroads are fairly treated, prospects generally will brighten.

But heavy investors are particularly watching two factors that concern the stock market—one the outlook for the crops, the other the possibility of a continuance of the war for a year or two more. A raging bull market under such conditions is not to be expected. Within a few weeks we shall have fuller knowledge of crop possibilities, but the war situation is always open to something of a startling nature that may give the stock market a shock. Some believe the possibilities of a sudden peace must not be overlooked and the strong upward impetus which this would give to the security market.

At present, heavy traders seem to be limiting their operations more and more to purchases on a liberal scale on every sharp decline and to sales when fair profits can be had. Whatever my readers may do in the market, let them not forget to do their bit for the Red Cross Fund. My generous friend, Colonel William B. Thompson, who has contributed a quarter of a million to the Red Cross, does not exaggerate when he says: "Never in history has there been a job so big as that which now faces the Red Cross. I feel a great obligation to give and believe it is the duty of everyone to give all he can and do all he can for the Red Cross. Mr. Davison is doing the greatest work in the world. He needs the support of everyone. No job before the American people comes up to this. If a million American soldiers go to spend their life's blood at the front, we who are left behind must spend our money in order that the best of care may be taken of them. The American Red Cross is the organization which is charged with the task of caring for these men."

F., Louisville, Ky.: Last week's rise in A. G. & W. I. shares gave you an excellent profit which it would have been safer to take. Bethlehem Steel B has also advanced to higher figures. It yields a better return, even at present price, than A. G. & W. I.

M., Wallingford, Conn. As a business man's

INVESTORS READ

¶As specialists recognized throughout the country in all matters pertaining to stocks and bonds, it is our business to give expert advice to prospective investors.

¶We continue this service by currently analyzing securities that offer the maximum income yield, combined with stability of principal and market-profit possibilities in our fortnightly publication

"Investment Opportunities"

¶The current number of this valuable publication, as well as succeeding issues, will be sent without charge upon request for 48-D, including our copyrighted booklet explaining

"The Twenty Payment Plan"

SLATTERY & Co (Inc)
Investment Securities
(Established 1908)
40 Exchange Place New York

T&W

$3,800,000
N. Y., C. & St. L. R. R.
5% Trust Certificates

At a price to yield 5½% we offer the unsold remainder of $3,800,000 5% Sinking Fund Equipment Trust Certificates of the New York, Chicago & St. Louis Railroad Company — the "Nickel Plate."

The security is an equipment trust deed pledging new rolling stock contracted for at a cost of $4,280,000. At present market prices this equipment would cost much more.

The trust deed provides for annual payments into a sinking fund for the retirement of the certificates. In our opinion the net income of the railroad is amply sufficient for sinking fund and interest requirements.

Descriptive Circular on Request

The Tillotson & Wolcott Co.
Investment Bankers
CLEVELAND
NEW YORK: 115 Broadway
CINCINNATI: Mercantile Library Bldg.

HADDON HALL
ATLANTIC CITY
ALWAYS OPEN—RIGHT ON THE BEACH AND THE BOARDWALK

APPEALS particularly to cultivated people who seek rest and recreation at the Sea Shore. From everywhere such guests have come regularly for 40 years—it is so satisfying, free from ostentation, comfortable, sufficient. Every facility is offered young and old for enjoyment.

A step and you are in the surf. Fascinating shops and a thousand amusements along the Boardwalk. Privileges of fine golf and yacht clubs. Rooms comfortable and attractive — delightful music, interesting people.

Make reservations — write for illustrated folder

LEEDS & LIPPINCOTT

"Hello Huck!"

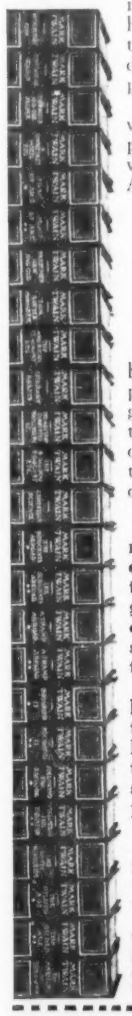
RECALL that golden day when you first read "Huck Finn?" How your mother said, "For goodness' sake, stop laughing aloud over that book. You sound so silly." But you couldn't stop laughing.

Today when you read "Huckleberry Finn" you will not laugh so much. You will chuckle often, but you will also want to weep. The deep humanity of it—the pathos, that you never saw, as a boy, will appeal to you now. You were too busy laughing to notice the limpid purity of the master's style.

Mark Twain

Out of the generous West came Mark Twain, giving widely and freely to the world such laughter as men had never heard.

There seems to be no end to the things that Mark Twain could do well. When he wrote history, it was a kind of history unlike any other except in its accuracy. When he wrote books of travel, it was an event. He did many things—stories, novels, travel, history, essays, humor—but behind each was the force of the great, earnest, powerful personality that dominated his time, so that even then he was known all over the face of the globe. Simple, unassuming, democratic, he was loved by plain people.



If foreign nations love him, we in this country give him first place in our hearts. The home without Mark Twain is not an American home.

The Centennial Half-Price Sale Must Close

Mark Twain wanted these books in the hands of all the people. He wanted us to make good-looking, substantial books, that every man could afford to own. So we made this set, and there has been a tremendous sale on it.

But Mark Twain could not foresee that the price of paper, the price of ink, the price of cloth, would all go up. It is impossible to continue the sale long. It should have closed before this.

Because this is the one-hundredth anniversary of the founding of Harper & Brothers, we have decided to continue this half-price sale while the present supply lasts.

Get your set now while the price is low. Send the coupon today before the present edition is all gone.

Harper & Brothers
New York 1817-1917

HARPER & BROTHERS Leslie's 6-28-17
Franklin Square, New York

Send me all charges prepaid, Mark Twain's works in twenty-five volumes, illustrated, bound in handsome green cloth, stamped in gold, gold tops and untrimmed edges. If not satisfactory, I will return them at your expense. Otherwise I will send you $1.00 within five days and $2.00 a month for 12 months, thus getting the benefit of your half-price sale.

Name.....

Address.....

To get the red half-leather binding change terms to $2.50 on delivery, and $3.00 a month for 20 months.

investment, Midvale (with its yearly dividend of $6) would do very well. National Enameling & Stamping is credited with large earnings and its 4 per cent. dividends make a fine return on market price. If you seek greater safety with a lesser yield, you might invest in the preferred issues of leading stocks, such as U. S. Steel, American Woolen and Corn Products.

P., Boston. The strength of the Rock Island stocks, now that the full assessment has been paid, bears evidence to the excellent condition of the company's property. I look upon its securities with favor, especially the preferred. For speculation nothing looks better than Rock Island common.

D., Pittsburgh, Pa.: The broker who sends out the glowing but indefinite letter regarding the Ford Tractor Co. was equally enthusiastic over Emerson Motors Co., which recently was forced into bankruptcy, while some of its promoters were indicted. This broker's gift of forecast has been utterly discredited. Better not touch the stock.

P., Wheeling, W. Va.: Lee Rubber & Tire Corporation paid 3 quarterly dividends in 1916, totalling $2.25, but suspended dividends in Jan., 1917. Labor troubles and enhanced cost of materials adversely affected the business, and more working capital was needed. The company claims that it is doing an increasing business. It does not seem advisable to sacrifice your stock.

T., Toledo. This is a poor time to invest in low-priced stocks of new motor companies. Many are likely to succumb under strain of competition. Princess Motor Car Co. has not advanced beyond the speculative stage. The broker whose circular you submit was active in promoting the defunct Emerson Motors Co. I have no confidence in his representations. Don't touch the Princess stock.

L., Brooklyn, N. Y.: I think as well of Jones Brothers Tea Company stock, selling at less than 50, as I do of any of the 5 and 10c store stocks. The Jones concern has a chain of very profitable stores, which are money makers in good or bad times. The stock has not yet been listed. Probably after it has been it will sell considerably higher. Write to Merrill, Lynch & Co., 7 Wall Street for particulars.

M., Wilkes-Barre. O. & W. paid one per cent. last year, or about 4½ per cent. at present price. Earnings during the present fiscal year show a material falling off from last year. A great future is predicted for Chile Copper but it is a long-pull speculation. The Ray Hercules mine is a fair prospect. Western Maryland Railway's financial condition has improved through reorganization. Its stocks are a long pull.

M., Dubuque, Iowa: The American Woolen Company is making a great deal of money on war orders. These enabled the company to begin in April, 1916, to pay dividends on common, at the rate of 5 per cent. The preferred has been a dividend payer for 18 years. It is 7 per cent cumulative and is a well-regarded business man's investment. The common is not so secure a purchase, but the yield on price is higher.

C., Pittsburg, Kansas. On the face of it, United Motors Corporation should be a big success. Its constituent companies were money makers and the consolidation looked like a winner. The stock was eagerly subscribed for at over twice its present price. It, no doubt, fell in sympathy with the stocks of auto-manufacturing companies to which Union Motors supplies accessories. It is officially stated that the corporation's earnings in 1916 were over $8 per share.

G., Milwaukee, Wis.: The decline in motor stocks was due to the belief that the business had reached its peak, and that higher cost of materials and labor and excessive war taxation would cut down profits and imperil dividends. The leading companies report increasing business. Prices to consumers have been raised. Earnings of these companies continue good and dividends do not at present appear threatened. It seems best to hold Willys-Overland and Studebaker.

M., Milwaukee, Wis., P., Geneva, N. Y.: A New York brokerage house which takes a conservative view says: "We entertain little faith in the future of the low-priced oils at present being pushed." Crown Oil is such a newcomer that, in spite of favorable statements made concerning it and the declaration of a dividend, it is very much of a speculation. Sequoyah Oil is a dividend payer, but its wells do not appear to be gushers. Their production is said to yield profits much above the dividend, but the stock is still speculative.

G., Newark. The attacks on the Delaware & Hudson Railroad continue. The injunction to restrain the payment of dividends of course knocked the stock down a point or two. Possibly, of course, it was designed for that purpose. While some are predicting that the Delaware & Hudson will prove to be another New Haven, the fact remains that the road has valuable coal properties, and that it runs through a populous and prospering territory. Like the New Haven, however, it has burdened itself with heavy obligations that it might have avoided.

M., Cincinnati, Ohio. If you want to make your first investment keep away from the tempting offers of stock of new concerns which seek to use your capital instead of furnishing their own. Buy the same stocks and bonds that the most successful investors buy, namely, those listed on the exchanges. Brokers who advertise in LESLIE'S will send you booklets telling all about the securities, prices, dividends, fluctuations, etc., free of charge. Write for these. You can easily understand the facts and figures, for they are plainly given. It will do you good to know them.

F., Lynn, Mass., G., Pawtucket, R. I., S., Indianapolis, Ind., C., Canton Center, Conn.: The recrudescence of the Victoria Chief Copper Mining & Smelting Co. is surprising. The promoters of this company always insisted that it was a valuable property. I am inquiring regarding the stockholders' committee and will report. It is possible that the high price of copper which is justifying the working of low-grade properties may afford a ray of hope to the holders of Victoria Chief. It remains to be seen whether the title to the property has passed out of their reach.

L., Laurium, Mich.: 1. Coffeetone is a decidedly speculative proposition and I do not favor its purchase. 2. Calumet & Jerome is still in the prospect and speculative stage. Rex Consolidated is only a speculation. Caledonia is a producer, paying 3 cents a share per month, but the mine is likely to be worked out in a few months unless a new ore deposit is struck. East Butte (par $10 and selling at $12.50) is earning a fair surplus, but the stock is not as attractive as those of the leading coppers like Anaconda, Chino, Miami, etc. Lasalle (par $25) is selling at about $3.25. Its capitalization seems too large and it had deficits in 1915, 1914 and 1913.

New York, June 21, 1917 JASPER

FREE BOOKLETS FOR INVESTORS

Readers who are interested in investments, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference to particular investments in stock, bonds or mortgages, will find many helpful suggestions in the announcements by our advertisers, offering to send, without charge, information compiled with care and often at much expense. A digest of some special circulars of timely interest, offered without charge or obligation to readers of Leslie's, follows:

Mortgages, paying good interest, on the dairy farms of prosperous Wisconsin are a specialty with the Markham & May Co., of Milwaukee, Wis. Full particulars are given in the company's interesting free pamphlet L-25.

Baby bonds of every kind may be purchased outright or on the small payment plan by those with little money to invest, of E. F. Coombs & Co., the hundred-dollar-bond house, Equitable Building, New York. Write to the firm for booklet.

First mortgages paying 7½ per cent. and based on city or farm property can be had of G. L. Miller & Co., Inc., 5 Bank & Trust Company Building, Miami, Florida. Ask the company to send you free Mortgage Lists and "What Investors Say."

Interpretation of events as affecting the security market and also suggestions for investment are the distinguishing attractions of "The Bache Review." This publication is widely quoted as an authority. Copies will be mailed free on application to J. S. Bache & Co., members New York Stock Exchange, 42 Broadway, New York.

Expert advice concerning contemplated transactions in national bonds, including the Liberty Loan, is proffered to all investors by C. F. Childs & Co., specialists in U. S. and Foreign Government bonds, 208 S. La Salle Street, Chicago, and 120 Broadway, New York. An analytical pamphlet L5 will be mailed free by this company on request.

The continued remarkable prosperity of the steel and war supply companies keeps up interest in their securities. Sound information, however, is needed by purchasers of these issues. Latest statistics regarding the companies may be found in Investors' Guide and Weekly Review sent free on request by L. R. Latrobe & Co., 111 Broadway, New York. The company sells securities on the partial payment plan.

Whether he buys outright or on the partial payment plan, the small investor is well-regarded. John Muir & Co., specialists in Odd-Lots and members of New York Stock Exchange, 61 Broadway, New York, announce that they extend him as complete and comprehensive service as in the case of the largest customer. Proof of this is given in booklet B-4, "Odd-Lot Investment," which may be had from Muir & Company without charge.

Few investments are so stable as stock and bonds of public utility companies. Organizations which serve 327 communities in 16 states, with an aggregate population of nearly 2,000,000, are controlled by the well-known corporation of H. M. Byllesby & Co., 1204 Trinity Building, New York, and 205 S. La Salle Street, Chicago. The company has a variety of its securities for sale. Send to Byllesby & Co. for free "Descriptive Literature L" which specifies the bargains offered.

The time for making July investments is near, and as the Liberty Loan is out of the way other safe investments may be considered. First mortgage bonds safeguarded under the Straus plan are recommended by Straus & Co., 150 Broadway, New York, and Straus Building, Chicago. The bonds are based on high-grade buildings and land in New York and other large cities. Price to net 5½ to 6 per cent. Write to Straus & Co., for their free booklet "Acid Test of Investments in War Time" and for July Investment List No. L-703.

Many shrewd men are now looking for investments which will make good when peace comes. Sheldon, Morgan & Co., members of the New York Stock Exchange, 42 Broadway, New York, are distributing the stock of Everett, Heany & Co., Inc., exporters, importers and converters of cotton goods. Capitalization $2,000,000, all common stock, par $20. Earnings are reported equivalent to 25 per cent. and a dividend on the basis of 10 per cent. has been declared. Details are given in circular No. 24-H, sent to any applicant by Sheldon, Morgan & Company.

One of the greatest essentials to carrying on a war successfully is an abundance of foodstuffs. It is everywhere realized that the American farmer should be stimulated to increase his production. To aid him to do this is as patriotic as to contribute money for the purchase of munitions. Many farmers will need to borrow money to extend their operations. Hence the purchase of farm mortgages or farm mortgage bonds appeals as an act of patriotism as well as an investment. Advancing this line of argument, the Bankers' Loan & Securities Co., Inc., of New Orleans, La., recommends the first mortgage farm loans dealt in by it. These are based on valuable cultivated and productive lands in Louisiana, Texas and Mississippi, and bear 5½ and 6 per cent. interest. The company has a capital of $1,500,000 and has invested its own funds in the securities. Every interested investor should write to the company for its free Booklet No. 16.

Short Term Notes

Issues	Yield Per Cent.
Railroad	4.70 to 6.50
Public Utility	6.00 to 6.25
Industrial	4.70 to 5.70
Foreign Government	6.00 to 7.00

Specific offerings to suit individual investment requirements, sent upon request.

Send for circular Short Term Notes L-70.

The National City Company

National City Bank Building
New York

Sale by Public Auction

Two Water Power Properties

On New River, West Virginia

Sale from steps of Federal Building, Charleston, W. Va., Monday, July 23rd, 4 P. M., by order of the Federal Court, in the process of administration of a trust estate.

These properties, of 8,500 and 22,000 horse power, respectively, consist of sixteen hundred and sixty-five acres—located on river draining over six thousand square miles, including territory covered by Appalachian forest reserve.

They are within short transmission distance of the site selected by the United States for the new armor plate and munition factory, in a district which exports much coal, coke, lumber, lime, salt, oil and natural gas.

The properties are heavily timbered, one is underlaid by coal, and both are traversed from end to end by a trunk line railroad which ranks fifth in the United States in tonnage handled.

The power on these two properties can be developed at a lower price per horse than on any other undeveloped site east of the Rocky Mountains.

For full particulars, engineer's reports, photographs, terms of payment and appointment with engineer on properties, address: J. M. Morehead, Executor, Peoples Gas Building, Chicago, Ill.

If You Have Money to Invest

you can profit by reading "Jasper's Hints to Money-Makers," the oldest-established financial department of any magazine. Jasper has been giving sound investment advice to Leslie's readers for over 27 years. Be sure to read his article, on this page.

Authentic Statistical

BOOKS

Copper, Standard Oil and Motor Issues

Any one mailed to investors Free on request.

"Partial Payment Plan"

L. R. LATROBE & Co.

Established 1908

111 Broadway New York

PARIS
GARTERS
No metal
can touch you

at 50c

Made of Silk Elastic. They are exceptionally comfortable; give long service, hold socks securely and neatly.

Try a pair at this price.

PARIS
GARTERS
No metal
can touch you

Single grip also 35c and 25c
Double Grip 35c

A. STEIN & CO.
Founded 1887
Chicago New York

AN ARMY OF BOYS
MORE THAN
150,000
STRONG

ARE REGULAR READERS and loyal boosters for THE BOYS' MAGAZINE, and this army is gaining recruits every day because every month this splendidly illustrated magazine *CONTAINS STORIES LONG AND SHORT by the world's best writers. Special Articles, up-to-date and authoritative on every interest of boy life. Departments edited by experts on Athletics & Physical Training, Hunting, Camping & Fishing, Electricity and Mechanics, Photography and Drawing, Stamp and Coin Collecting, Poultry and Pets, Boy Societies and Clubs, Joe Jolly's Joke Market, Cash Contests, etc., etc.*

SPECIAL OFFER 25c FOR FIVE MONTHS

SEND A QUARTER TODAY (STAMPS IF YOU PREFER), as this special offer of a 5 months' subscription for 25c is for a limited time only. If not satisfied, your money will be promptly refunded on request. Address

The Scott F. Redfield Co., 1230 Main St., Smethport, Pa.

TO BOYS' FRIENDS: Invest a quarter and make some boy happy. (REGULAR PRICE, $1.00 A YEAR.)

Runs on Kerosene
Alcohol, Gasolene or Gas
A most remarkable invention

No electricity, wires or springs. 1917 Improved patented Models. Runs 8 hours for a cent on kerosene. Quiet—convenient. Brings genuine comfort and satisfaction. Ideal for the sick. A proved success. The Wonder Fan. 3 Models. 3 Sizes.

A { 12-in. $16.50, Alcohol or Gas only (Gas $1.50 ex)
{ 16-in. $18.50, Alcohol or Gas only (Gas $1.50 ex)
B { 16-in. $19.50, Any Burner (Gasolene $2.50 ex)
{ 21-in. $22.50, Any Burner (Gasolene $2.50 ex)

F. O. B. Chicago. Cash with order only.
KEEP COOL
LAKE BREEZE MOTOR, 507 W. Monroe Street, Chicago, Ill.

WATCHING THE NATION'S BUSINESS

BY THOMAS F. LOGAN
LESLIE'S WEEKLY BUREAU, WASHINGTON, D. C.

WIN THE WAR WITH WINGS

IN 1903, the Wright Brothers were bobbing along the North Carolina coast like sandpipers, trying to fly, and folks said it was old Darius Green and his flying machine over again. Two years later the first long-distance air flight was successfully made at Dayton, Ohio. Today there is a demand for 100,000 airplanes to be produced by the United States to conquer Germany by land and by sea and the Wright aircrafts are to help do it. A bill has been introduced in Congress for the establishment of a Department of Aeronautics, with a Cabinet officer at its head. Testifying before the committee having the bill under consideration, Admiral Peary, of polar exploration fame, said: "I believe if this country will take hold of the matter of aerial preparedness and concentrate on it the same energy that Admiral von Tirpitz is credited with compelling Germany to devote to the development of the submarine, we will not only have an answer to the submarine menace, but we will have an unequivocal decision of the war and that within a short time." Chairman Coffin, of the aircraft division of the Council of National Defense, declared that the "sacrifice of thousands of American lives will not contribute as much to the defeat of Germany as will the sending to France of aircraft and aviators in proportion to this country's illimitable resources." The bill providing for the prospective department conte plates an eventual appropriation of $1,000,000,000, and looks forward to the utilization of airships commercially. Five thousand airplanes are under consideration as the initial contribution. France and England now have approximately four thousand airships in operation on the western front, but it is estimated that the losses are five or six times this number a year. Should the United States enter the field on a vast scale, say, with the production of 100,000 planes, it may well be that the scale will be promptly turned to victory for the Allies.

FORCING DEMOCRACY ON THE WORLD

WHILE extreme idealists will take issue with some of the utterances recently made by Senator Harding, of Ohio, they have helped to clarify the public mind as to the meaning of our entrance into the war. He bluntly stated that we were in the war because of grievances of our own, and not "to force democracy on the world." As to our primary duty, the Senator continued: "It were better that we gave our own proof that democracy could defend itself, and that we made the ideal example which would enlist the devotion of the world to the course of democracy." Doubtless this is the aim of all true Americans and their leaders. Whatever the quibbling over the phrases, the object is made more clear by the sincere challenges on either side. Under great provocation, long persisted in, the right of Mexico to its own choice of government has been insisted upon. It is recognized that a country may have a king at its head and still be a democracy. Instances are likewise numerous where the term of President has been misapplied to a merciless dictator. Presumably, when the issues now at stake have been settled, Germany will be allowed to have the kind of rule its people want. But clear thinking again does not fail to take account of the German dreams of conquest, fostered by the present ruling powers, as inimical to free governments everywhere. The intrigues of the German diplomatic office in Mexico are too fresh in the minds of the people to admit of misunderstanding, while the machinations of von Bernstorff while yet the accredited representative of his country on American soil are added to the palpable aggressions that forced a peace-loving people into the war. It is quite probable that the average American knows what he is fighting for as well as what he is fighting against. An occasional thrust at extreme idealism will hardly weaken the cause.

THE EMBARGO AS A WAR WEAPON

MAKING haste slowly, the Senate has finally given the Government control of exports by approving the embargo clause of the Administration espionage bill. This is designed to tighten the iron blockade against Germany and naturally involves the regulation of the shipments of food and other supplies to adjacent neutral territory. The effect will be to make conditions more onerous both in Germany and with some of the neutral nations, despite Germany's pretense of flouting the importance of a state of belligerency on the part of the United States. That shipments have been permitted from neutral countries to the Central Empires is undeniable, as the record of pre-war imports to those countries indicate. This will be summarily ended under the power of embargo. Thus, both Germany and the neutrals will suffer. Under the new conditions, the United States will go still further than did Great Britain. Moreover, the power of embargo can be used even with the Allies, should there be a disposition to treat the requirements of American industries unfairly. With the embargo power at its command, this Government is now in a position to use it as a trade weapon in demanding the free importation from the Allied nations of wool, rubber and other raw material.

THE WAR GRAFT CHARGES

"BILLIONS for war, but not one cent for graft!" This paraphrase of Pinckney's celebrated remark by Congressman Mann, of Illinois, was made when the Urgent Deficiency Bill, carrying more than $3,000,000,000, was sent back to conference to have the proposal for buying the Jamestown Exposition site for a naval base struck out. Representative Kelley, of Michigan, declared the exposition site and buildings had been sold once for $250,000, whereas the Government was being asked $600,000 for the buildings alone. Aside from a question of the merits of this particular proposition, the evidences are strong against charges of graft at Washington. Business men on the various committees of the Council of National Defense are fighting for contracts on a reasonable basis, while some of the Departments have gone so far as to suggest that no profits be the rule in war contracts. This latter, of course, would have the effect of discouraging the productive energies of the Nation when they need to be stimulated to the highest point. Better things may be expected from the newly created division of the Bureau of Foreign and Domestic Commerce for simplifying cost-accounting in Government contracts. This division takes up a line of work formerly carried on by the Federal Trade Commission. It will assist Government departments having important contracts to let in investigating the cost of manufacturing the articles they wish to purchase. The division is prepared to be of service in connection with contracts made on a cost-plus-percentage plan, which prevails in Great Britain in its army purchases, and which doubtless will be followed largely here. In its operations the new division also proposes to teach its "methods" to manufacturers, to save them trouble and expense in the classification of their "costs" when submitting bids. Obviously, the introduction of such a standardized system of letting contracts leaves small room for graft. Its extension even in an educational way to all industries would open up the subterranean passages of concealed first costs and subsequent profits, and thus touch unerringly evil spots in the high cost of living.

A WEEK OF WAR

(Continued from page 798)

sector and it is reported that they have been withdrawing their heavy artillery a considerable distance to the rear.

It is as yet too early to tell what the final objective of the British is in this attack, but if their advance continues much further up the valley of the Lys they will be able to strike either north or south with a dangerous threat to the German sea-bases in Belgium, or to the positions based on Lille, as the case may be. Fighting recently flared up again around Bullecourt and the British appeared to have the Germans worried all along the line.

PERSHING BRINGS NEW HEART TO FRENCH

INTENSIFIED artillery fighting and trench raiding were reported along the French lines in the Craonne sector. The German general staff announced in Berlin that a French offensive was impending somewhere along this section of the line.

The arrival of General Pershing and his staff and their active preparation for the training of the first American troops brought new heart to the sore-tried French armies. It was not that they expected the first American expeditionary forces to be large enough to have any material effect on this summer's campaign. But the moral effect resulting from the arrival of the advance guards of America's almost inexhaustible reserves in man-power was out of all proportion to the numbers involved.

The German authorities are busy explaining to their people that American troops cannot possibly affect the results of this year's campaign, but the German people may remember how the "contemptible little British army" was similarly explained away in the early days of the war.

SUBMARINE SITUATION STILL SERIOUS

THE British Admiralty of June 14th shows a considerable jump in the number of ships sunk by submarines and mines. Thirty-two vessels of over 1600 tons were lost. Continuing the averaging of losses as worked out here last week, this indicates a yearly loss of not far from four million tons of British shipping of a size large enough for transatlantic service.

The submarine situation is serious and there is no dodging it. If the losses continue at the present rate Germany has more than a chance of winning the war, in the sense that the Allies will not be able to impose their terms of peace upon her.

Considerations like these undoubtedly have weight with the British and American naval authorities who favor an active offensive against the German submarine bases. It certainly seems probable that either the submarine bases must be exterminated or the entire North Sea must be enclosed.

There is good reason to believe that the British Navy has been able to net the Straits of Calais. Occasional submarines have worked their way through, but as a practical proposition this means of blocking in the submarine appears to have been effective. There has been under consideration a project to use the same methods from the coast of Scotland to the Shetland Islands and then across to the Norwegian coast. Probably there would be no great difficulty in netting the waters between the Scotch coast and the Shetland Islands, as this space is dotted with small islands and narrow channels. It is a more serious proposition to talk about netting the 180-odd miles from the Shetland Islands to the coast of Norway. The depths run here practically everywhere more than 500 feet, making it necessary to net to the maximum depth to which submarines can submerge—probably around 300 feet.

The practical difficulties of this project are tremendous. The British naval authorities do not believe it can be done without inconceiveable expense.

WHO'S NEXT?

At the beginning of the last century Napoleon started out to achieve a place in the sun. For a time Europe was at his mercy. Only by the might of Great Britain was the United States, along with the rest of the world, saved from his dominion. Eight million lives were sacrificed through his selfish ambition. He heartlessly prosecuted his own schemes regardless of the life, liberty and happiness of other individuals and nations. He was a War God and loved the game—a gambler

"Whose game was empires, and whose stakes were thrones,
Whose table earth, whose dice were human bones."

This wonderful man also believed that God is on the side of the heaviest artillery and the strongest battalions; but found that smoking blood and the tears of the widowed and orphaned are formidable pleaders.

Stern Fate decreed it was time this vast egoist should fall. His excessive weight in human destiny disturbed the balance. The incorruptible and supreme equity asserted itself. The groanings of the slaughtered, the supplications of the downtrodden had not fallen on ears deaf to the call of humanity. The answer to this call was—SAINT HELENA! WHO'S NEXT? Will History repeat itself? Has History ever failed to repeat itself? The answer to this and hundreds of other questions of vital interest to every American today is found in the ten sumptuous volumes of

THE LIBRARY OF UNIVERSAL HISTORY

Today is the Pupil of Yesterday

Ignorance of history begets false beliefs. The man who knows not the story of the past wastes his days in taking false steps—steps which his ancestors had found to lead only toward folly and misery. He becomes the easy victim of demagogues who, with an eye to the main chance, delude an ignorant following with fantastic, political and social schemes, tried and found disastrous ages ago and times without number. If Today were not the Pupil of Yesterday, civilization would cease to be a stream of onward progress. It would become a mere whirlpool with men and institutions spinning round and round in fierce motion and finally disappearing into some central gulf of darkness, as did the vanished empires of Assyria, Chaldea, Babylonia, Phoenicia, Greece, and Rome, *whose stories are all told in these 10 volumes.*

The Story Told in a New Way

of man and everything man has done from the earliest recorded time to the present day, is the unique achievement of the author of this remarkable work, the well-known historian, Israel Smith Clare. But this is not a one-man history. It has enlisted the services of experts who are particularly familiar with some one of the many developments in the life of the human race in the wide range of themes which the 10 volumes embrace. All of these individual contributions have been woven into a continuous, absorbing recital.

A University Training At Home

The purpose of the modern University is to lay the foundation of wisdom through an acquaintance with the deeds and writings of men in past ages. It is precisely this encounter with the mental and physical states of other generations which is given by THE LIBRARY OF UNIVERSAL HISTORY. "History," said Lord Bacon, "makes man wise." History sifts the Wheat of Truth from the Chaff of Falsehood. Only by knowing the Truth as revealed by History can man strike off the shackles of Ignorance, Superstition and Fear. Spend only a few minutes a day with these wonderful volumes and acquire the knowledge, the intellectual poise, the breadth of view of the university-bred man.

Each Volume 9½x6½x2 inches
5086 Pages Large, Clear Type
326 Full-page Illustrations From Famous Paintings
72 Maps and Charts

The History of the Past Repeated in the Present

Read those brilliant chapters on Napoleon telling of the most extraordinary career of ambition and conquest in the world's history; of his declared intention when he invaded Russia in 1812 of bringing the whole world, including the United States, under his government; of his estimate of England, and the reason she is unconquerable; of his opinion of the British army, but for which he stated he could have whipped the universe. 'Read of the famous *Berlin Decree* issued by Napoleon from the Royal Palace at Berlin, declaring the British Isles in a state of blockade and closing the ports of Europe to England's commerce— Remember all this happened only a little over 100 years ago— Did Napoleon put England out of business? Did he starve her out?

Read what England really did.

Now our commerce has been denied the freedom of the seas. Our American men, women and children have been ruthlessly murdered. A foe drunk with self-idolatry, and dead to the commonest instincts of humanity, has employed every instrument of murder and assassination to accomplish his scheme of world domination. Could we have done less than espouse the cause of Democracy against this foe of a civilization based on individual liberty, even as the Christian soldiery of Europe leagued together and stopped the Hunnish hosts lead by Attila at the Marne over 1400 years ago?

All this you will find in these 10 magnificent volumes.

Publisher's Price Cut in Half

$1.00 SENT NOW brings you the entire 12 volumes, including the beautifully printed volumes of Nicholson's Ancient Life History of the Earth and Proctor's Other Worlds than Ours—a grand cycle of History embracing almost every subject that has engaged the mind of man, extending even to the spheres beyond man's influence.

YOU NEED THESE BOOKS NOW

SEND TODAY if you would make sure of securing your choice of the two styles of binding of THE LIBRARY OF UNIVERSAL HISTORY. We have only a few sets in each style to offer at this sweeping reduction in price—Roxburghe Finished Cloth and rich Three-quarter Leather, the minimum payment on the latter being $1.50 per month.

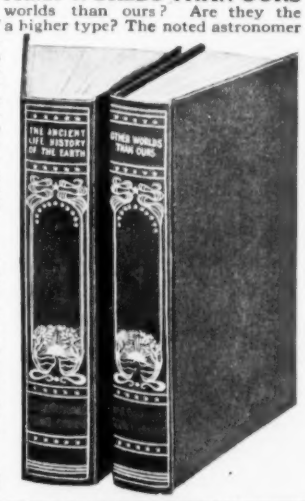
Two Wonderful Books Given to Prompt Subscribers

NICHOLSON'S ANCIENT LIFE HISTORY *of the* EARTH

The life of the earth before man. A fitting prelude to the study of the life of man himself. 428 Pages; 270 Illustrations; Glossary and Full Index.

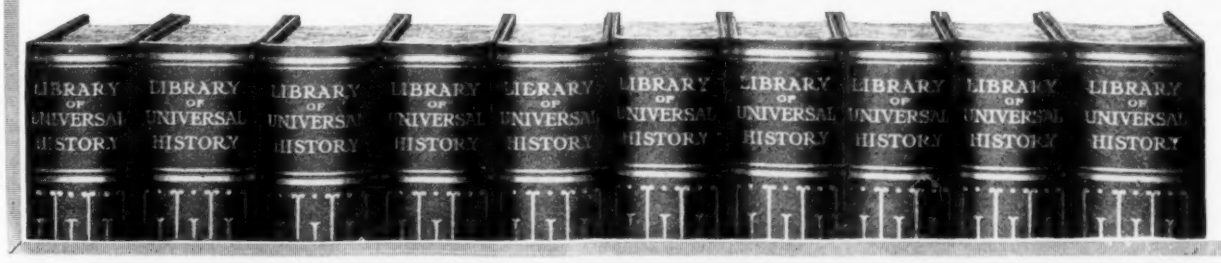
PROCTOR'S OTHER WORLDS THAN OURS

Are there other worlds than ours? Are they the abodes of beings of a higher type? The noted astronomer Prof. Richard Proctor, in this famous book, discusses this fascinating subject in the light of the marvelous discoveries which have resulted from recent scientific research. 308 Pages; Illustrations in Color; Charts, Plans and Maps.



Both volumes richly bound in cloth, with large clear type. But don't forget that to get these unique volumes with the set of THE LIBRARY OF UNIVERSAL HISTORY at half price, you must be prompt—the supply is strictly limited—therefore,

Mail Coupon Today



Brunswick Subscription Co. Les. 0-28-17
1116 Brunswick Bldg., New York City

Enclosed is $1.00 first payment on the 10 vol. Roxburghe set of Universal History, to be sent charges paid with the two premium volumes. I agree to remit $1.00 a month for 15 months following their receipt, or within 5 days thereafter, ask for instructions for their return, whereupon you are to refund my $1.00.

Name.....

Address.....

Occupation.....

An additional 50c a month will secure one of the few Three-quarter Morocco Sets. For this binding change above to read $1.50 a month for 15 months.

MURAD
THE TURKISH CIGARETTE
Everywhere
Why?
"Judge for
yourself—"
MURAD
THE TURKISH CIGARETTE
S. ANARGYROS
FIFTEEN
CENTS